

Prices and Prospects.

FURNACES EMBARRASSED WITH A PLETHORA OF BEEHIVE COKE

Shipments Long Delayed in
Transit Have Been
Rushing In.

MORE THAN WAS NEEDED

At Most of the Furnaces; 1½ Iron
Output Gains, But Cannot Be Moved;
Movement of Coal to By-Product
Ovens Restores Normal Operation.

Special to The Weekly Courier.

PITTSBURGH, Feb. 20.—Car supplies last week on the Monongahela railroad averaged about 41 per cent, while supplies on other divisions were on the whole somewhat better. This week open with a 70 per cent. allotment on Monday, against 30 per cent. on Saturday and 50 per cent. the preceding Monday, but the week as a whole is expected to show a decidedly better average than last week.

According to all accounts obtained from railroad sources the railroads have made excellent progress in the past fortnight in clearing up congestion. Today two weeks ago the mild weather was inaugurated, following a temperature of below zero on Tuesday, February 5. Car supplies are not the first result of better railroad operations when there has been congestion, as the first effort is naturally to move loaded cars on to destination and the return of empties follows in due course.

In the past ten days many blast furnaces have been embarrassed by the plethora of coke. Shipments long delayed in transit at various points were gotten through and some furnaces had an absolutely unwieldy accumulation of cars to unload. Two courses were open, to use the coke simply in accordance with daily requirements, or to unload and stock the surplus, and the latter course has been followed as much as possible, although labor shortage has stood in the way in some instances. The coke that was in transit, over and above the normal amount that is necessary, ran well into the thousands of cars, though no precise estimates are available. This coke was not evenly distributed among furnaces, and there remain some that are not properly supplied, but at the majority of furnaces there has been more coke than needed in the past week.

The result of this condition has been a large increase in pig iron production, which is now at a rate of fully 30 per cent. of normal, having at times in the past few weeks dropped to 50 per cent. or less. It has been difficult for merchant furnaces to ship pig iron, as car supplies have increased but slightly, none of the important embargoes have been removed and shipping permits are not granted much more freely than formerly.

The steel works have had almost equal difficulty with their increased output of pig iron as they were unable to ship much more finished steel than formerly and production of steel had to be restricted in consequence, with the result that some pig iron has been allowed to accumulate.

There has been a progressive increase in the movement of coal to by-product ovens, the operation of which, in general, is now close to normal, after having been at one time down to a general average of about 75 per cent.

Shippers express the opinion that with about a fortnight more of good railroad weather the railroads will be very nearly in normal working order, and able to perform almost if not quite as much service as they did last October, before the unprecedented succession of spells of bad weather put them in such bad condition. Roundly speaking, it has required a fortnight for the railroads to clear off the worst of their congestion and get cars forward to destination, and another fortnight should see a fairly free movement of empties back to shipping points, whereby conditions will be more nearly normal on the railroads than at any time for three months past.

The coke market, as a market, continues practically absent. There is no free coke in normal times the surplus of coke at some furnaces would have resulted in those furnaces asking for suspension of shipments for a time, which would throw some coke on the market, but at this time the furnaces realize that the extra coke received does not represent any large increase in the rate of shipment, but merely the receipt of coke delayed in transit, hence they are anxious that shipments be continued at as heavy a rate as the car supplies permit. The market quotable nominally at the set prices:

Furnace \$5.00
Foundry, 75-hour selected \$7.00
Crushed, over 1-inch \$7.50

The pig iron market is a trifling more active. There are occasional transactions in prompt lots, from carloads to 100 tons, but this business does not represent any regular offerings on the part of merchant furnaces, but rather an accommodation to needy customers. There is a little business being done in foundry iron for delivery in the second half of the year, all such business being with the provision that price shall be adjusted to the government price at time of shipment.

COKE FREIGHT RATES.

The freight rates on coke from the Connellsville district, which includes what is officially known as the Connellsville region (sometimes called the Basin district) and the Lower Connellsville region (often called the Kiondike and sometimes the Monongahela district) to principal points for shipment, are as follows, per net ton of 2,000 pounds, effective June 16, 1917:

Destination	Rate
Baltimore	\$1.95
Buffalo	2.03
Canton	1.95
Chicago	2.45
Cleveland	2.75
Columbus	1.80
Detroit	2.25
E. St. Louis	2.15
Ellettsville	1.80
Harrisburg	1.85
Joliet	2.05
Louisville	2.65
Milwaukee	2.55
New York	2.00
Philadelphia	2.20
Pittsburgh	2.10
Port Henry, N. Y.	2.80
Pottsville	1.90
Reading	2.00
Richmond, Va. (B. & O.)	3.09
Richmond, Va. (P. R. R.)	3.19
South Bethlehem	2.15
Swarthmore, Pa.	2.15
Toledo, O.	2.00
Wheeling	1.95
Valley Forge	1.95

For Export:

From Connellsville District:	
Philadelphia (P. O. & V.)	\$1.95
Baltimore (P. O. & V.)	1.95
From Latrobe District:	
Philadelphia (P. O. & V.)	1.75
Baltimore (P. O. & V.)	1.75

STEEL SHIPMENTS MAKE A GAIN

As Good Weather Helps in Clearing
the Freight Congestion; Little
Interest in New Orders.

Special to The Weekly Courier.

NEW YORK, Feb. 20.—The American Metal Market and Daily Iron & Steel Report will review the steel and iron trade tomorrow as follows:

Two weeks ago a very good railroad weather has resulted in clearing up a great deal of the congestion that was hampering railroad operations. Reports are in the main very favorable from the railroad viewpoint. From the standpoint of shippers there has been only a slight improvement up to date, but that is in the nature of the case since the clearing up operation was necessarily directed to the moving to destination of cars already loaded and stalled at various points. The movement of empties to shippers is the second stage in the general operation and has just made a good beginning.

In the iron and steel industry the effect to date has been so well receipts of coke at blast furnaces whereby many have a large excess above requirements, while the receipt of empties for the shipment of steel has only slightly increased. Steel shipments may be estimated at between 65 and 70 per cent. of capacity this week, against between 55 and 60 per cent. of capacity week before last. Production has been almost exactly in harmony with shipments, as mills had practically no more storage capacity. On the whole the increase in production has been slightly less than the increase in shipments, while through the much better operation of blast furnaces pig iron is accumulating. There is scarcely any improvement in shipments of pig iron by merchant furnaces.

Washington is making a fresh effort to find unessential lines of steel consumption in order to effect a reduction in the present scarcity. At best such operations would be insignificant compared with the increase in production that can be effected through the restoration of normal traffic conditions.

Somewhat more interest is beginning to be shown in the pig iron market, and some signs of interest in the steel market are beginning to appear. On the whole, however, prospects of commercial buying of steel are poor and for a few weeks at least the trade will continue to be interested chiefly in the movement of steel already bought.

EMBARGOES LIFTED.

Eastern Roads Remove Ban on Pig
Iron, Coal and Coke.

The New York, New Haven & Hudson Railroad company has lifted its embargo against shipments of pig iron into New England. Similar action was taken a few days ago on shipments of coal and coke, but some of the connecting lines still maintain their embargoes on pig iron shipments including the Delaware, Lackawanna & Western which will accept eastern shipments only for delivery to consumers on its own line.

Roderick's Successor.

Seward Burton, superintendent at the Mount Lookout colliery, Wyoming, has been appointed chief of the Department of Mines by Governor Brumbaugh to succeed the late James E. Roderick, of Hazleton.

Special Sale in Alabama.

A special wage scale for mining in the Alabama district having been agreed upon by the Fuel Administrator has issued an order directing that the 45 cents addition to selling price will no longer apply in this district.

Review of the Connellsville Coke Trade.

Statistical Summary.

PRODUCTION.	WEEK ENDING FEB. 16, 1918.				WEEK ENDING FEB. 9, 1918.			
	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
Connellsville	30,285	17,573	2,492	133,820	29,265	17,943	2,232	125,075
Lower Connellsville	17,659	16,324	2,245	106,963	17,660	15,398	2,275	99,089
Totals	47,944	33,897	4,737	240,773	46,925	33,341	4,507	224,164

FURNACE OVENS.	WEEK ENDING FEB. 16, 1918.				WEEK ENDING FEB. 9, 1918.			
	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
Connellsville	17,058	15,254	1,904	110,210	17,058	15,254	1,804	103,000
Lower Connellsville	4,826	4,837	939	32,430	4,826	4,837	959	30,050
Totals	22,884	20,091	2,793	142,610	22,884	20,091	2,793	133,050

MERCHANT OVENS.	WEEK ENDING FEB. 16, 1918.				WEEK ENDING FEB. 9, 1918.			
	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
Connellsville	3,207	2,610	588	23,610	3,207	2,660	519	22,065
Lower Connellsville	11,842	10,687	1,236	74,552	11,843	10,567	1,256	69,030
Totals	15,049	13,296	1,824	98,162	15,050	13,246	1,804	91,095

SHIPMENTS.	WEEK ENDING FEB. 16, 1918.				WEEK ENDING FEB. 9, 1918.			
	Cars.	Tons.	Cars.	Tons.	Cars.	Tons.	Cars.	Tons.
To Pittsburgh	3,4	126,410	3,288	119,275	3,426	125,509	3,283	119,275
To Points West of Pittsburgh	3,235	118,744	3,426	125,509	3,426	125,509	3,426	125,509
To Points East of the Region	1,945	37,295	889	30,823	889	30,823	889	30,823
Totals	7,777	282,359	7,603	275,607	7,603	275,607	7,603	275,607
By River	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000
TOTAL	285,359	285,359	285,359	285,359	285,359	285,359	285,359	285,359

Corresponding Week, 1917.

238,774 Tons.

280,606 Tons.

INCREASED PRICES ARE EXPECTED BY COAL OPERATORS

Advance of 25 to 40 Cents Per
Ton Predicted Within
Short Time.

NOT SUFFICIENT MARGIN

Between Costs of Production and the
Present Fixed Prices, is Contention
of Producers; Cost Sheets Show
High Figures, Sometimes Above \$3.

There is a feeling in coal producing circles that an advance of 25 to 40 cents per ton in the "at the mine" price of coal will be made within the next 10 days or two weeks. This expectation is based upon three happenings of recent occurrence. The first was the granting a week ago, of a raise of 40 cents a ton to the operators of the Cumberland and neighboring districts. The second was the privilege allowed the producers in the thin vein mining districts of Pennsylvania to charge 60 cents a ton more for their product. Both of these advances followed a presentation to the Fuel Administration of data showing the inability of the operators in the regions mentioned to produce coal and sell it at a profit at the prices fixed by the President.

The third factor, taken as an indication of an advance which will apply to the Pittsburgh, Connellsville and West Virginia districts, is the most recent order of the Fuel Administration which eliminates jobbers' commissions after April 1. This order is taken by the trade to imply, if it not expressly state, that an advance in price will be made sufficient to cover the allowance by producers of a commission to jobbers when the new rule becomes effective. There is no indication as to whether or no the advance will more than cover the usual jobbers' commission.

When the order eliminating jobbers' commission becomes effective, they will be obliged to look to the producer for their compensation. Without an advance in the permitted selling price operators contend that they cannot pay a commission. They further contend that with the constantly rising prices for materials and supplies and other increased costs of production, the ruling set prices do not afford sufficient profit.

Coal operators in the Pittsburgh and West Virginia districts have repeatedly warned the Fuel Administration that without an advance in selling prices in the near future they will be compelled to close down some of their mines. For months they have been running along at an average of 55 per cent. of mine capacity which has made low cost of production out of the question. The monthly cost sheets, which are sent to the Federal Trade Commission, are reported to have shown that it costs considerably more than the "fixed" price to deliver coal on board cars at tipplars. In some instances the producing costs have been shown to be in excess of \$3.00 per ton. It is this condition which has caused the operators to urge, a revision upward of the government prices.

The prices fixed on August 21 last were \$2 for run of mine, \$1.75 for slack, and \$2.70 per ton for prepared sizes. An advance of 45 cents per ton over these prices was granted by the President last October 29, making the present figures \$2.45 for run of mine, \$2.20 for slack, and \$2.70 per ton for prepared sizes.

These prices rule at tipple mines. At "team track" mines an additional charge can be made to cover hauling to consumers and for delivery on cars of coal intended for use by railroads, also an additional charge for coal loaded in box cars.

DYNAMOTE PLACED IN CARS LOADED IN THE CONNELLVILLE REGION

Information has been received by the Department of Justice to the effect that cars loaded with coal at certain mines in the Connellsville region have been found to contain dynamite upon their arrival at their destination.

Neither the name of the shipping point nor the point of delivery of these cars is revealed, effort being made to secure information that will lead to the detection of parties who planned this means of creating damage to some steam using plant.

Similar reports have come from other mining regions but this is the first known instance of explosives having been loaded with coal in the Connellsville region.

COKE CAR RATING TO BE BASED ON CAPACITY, NOT NUMBER OF OVENS

Railroads Preparing Tariffs to Salt
Recommendation of War Committee
of the Connellsville Operators.

Indications, and the progress of events, point very clearly to a change in the car rating system for coke plants. The railroads serving the Connellsville region are understood to be engaged in preparing tariffs with a view to changing the rating system in accordance with the recommendation made some weeks ago by the war committee of the coke operators.

This recommendation was that the car rating of coke plants be based on the number of ovens available for service and the actual producing capacity of the mines serving such ovens, instead of on the number of ovens actually, or nominally, in blast, as has long been the rule.

Acting upon this suggestion the railroads have taken the initial steps which will be followed by filing the new tariffs with the Interstate Commerce Commission. If approved by that body the tariffs will probably be made immediately effective, in which case a comparatively short time should elapse until the old order of car distribution will be done away with.

The defects of the present system, which have long been recognized, have become all the more noticeable since the stress of the past year has created wholly new conditions in the region. These defects were very clearly pointed out by an experienced operator in The Courier some weeks ago and without exception the trade agrees with him that the new system "is simply applying common sense to the business of distributing cars."

HEATLESS ORDER REVOKED

May Be Restored If Bad Weather
Causes a Tieup of Transportation.

Fuel Administrator Garfield announced Wednesday the suspension of the "heatless" Monday order, with the reservation that it may be made effective again if a return of bad weather brings about a breakdown in the railroad transportation.

State Fuel Administrators still have authority to continue the closing order in their districts if in their opinion circumstances demand it.

New By-Product Ovens.

The 24 new Senest-Solvay ovens of the Chattanooga Coke & Gas company have been placed in operation and now are coking approximately 500 tons of coal a day and producing 3,000,000 cubic feet of gas, in addition to the usual by-products.

Government Orders Cars.

The United States government has distributed orders for 4,500 railroad freight cars for use in France.

FILING INCOME TAX RETURNS WILL TAKE MANY MONTHS' TIME

It is Proving to Be a Task of
Truly Monumental
Proportions.

THE NAMES OF EMPLOYES

Who Were Paid \$500 or More During
the Past Year Not Yet Sent In;
Must Go to Washington Then Back
to Local Districts Before Checking.

The additional employees of the Internal Revenue Department who were sent to Connellsville to assist people in making up their income tax returns, will not leave here March 1 as was intended when they were assigned to this duty. In fact, it may be June 1 or later before their work will have been completed.

March 1 was first fixed as the limit of time in which returns could be filed. On account of delays in securing blank forms, and the great amount of labor involved in preparing the reports of corporations, the time of filing was recently extended to April 1. As this date approaches and the magnitude of the task is more fully comprehended, it is becoming more and more certain that it will be an utter impossibility to complete the work within the six weeks remaining.

In the first place the reports which employers, including both individuals and corporations, must make of the names of all persons to whom they paid \$500 or more during the past year, have not yet been filed. When these are made up they must be sent to the department in Washington to be entered of record before the lists become available for the use of the revenue officers in the several districts. This operation will of necessity consume considerable time, but no actual headway can be made in checking up the lists until the information is in possession of the local officers.

When the high scale of wages ruling in the coke plants during the past year, and the large earnings of the workers are taken into account, it is plain that hundreds, perhaps thousands, of men in the vicinity of Connellsville will be found to have received very much in excess of \$500 in wages. It is exceedingly unlikely that these men will make voluntary income returns, many of them no doubt being unaware of the provisions of the law which applies to "all residents," including aliens, and not to citizens alone. This condition will require that individual investigations be made by the employees of the revenue service, to complete which will require months of time and close application to the work.

The possibility of delay is not to be taken by persons subject to the payment of the income tax as an excuse for deferring the filing of their returns. At present there must be in no later than March 31, otherwise the delinquents will be liable to imposition of the penalties which are provided.

Women on German Railways.

More than 100,000 women are now employed on the German railways, says the annual report of the Prussian Ministry of Railways. The report says that they have done splendidly in every branch of work, their efficiency having fallen on the average only about 25 per cent below that of men.

Coal Lands Restored for Entry.

President Wilson has approved the restoration of nearly 160,000 acres of withdrawn coal land in northwestern Montana, adjacent to the Fort Peck Indian Reservation. Government geologists have proved these lands to form a part of the Montana and North Dakota lignite field.

Production and Output.

CLEARED FOR ACTION, REGION WAITS SPRING "DRIVE" SIGNAL

COKE TRADE SUMMARY.

With the clearing of sidings, yards and junction points of long standing accumulations of loaded coke and coal cars, the Connellsville region feels in condition to receive the signal for a spring "drive," the object of which is to increase the production and shipment of coke. The form of this signal should be a larger car supply and more effective motive power on the railroads. While there are indications of improvement in the former there is less probability of material change in the latter. The jump to 70 per cent. car supply for today's loading is taken as a hopeful sign, the experience of weeks and months having been that after Monday of each week there has been a steady decrease during each of succeeding five days.

The completion of the "clean-up" which came last week, together with resumption of river shipments for the first time during the year, swelled the recorded totals to 285,359, a gain of 9,462 tons over the preceding week. This was within 5,400 tons of the week of January 12, with 290,715 tons, which is the record of the year to date, but not such as the region is disposed to "bank" much about, especially when measures against the region's capacity.

The stimulus given car movement during the house-cleaning period was carried along the lines between ovens and furnaces with the result that the stalled cars piled into the furnaces during the past week in such numbers that many of them had to form coke stock piles.

In the Form of a Larger Car
Supply and More Effective
Motor Power.

CAR INCREASE YESTERDAY

Is Significant of Better Things, the
Previous Records Showing Steady
Decline in Supply After Monday of
Each Week; Pool Plan Not Dead.

Having cleared its decks for action the Connellsville region awaits only the advent of a larger car supply and more motive power on the railroads as the signal to enter upon its spring "drive."

Through the favor of the weather man, and as the result of well directed efforts upon part of the railroad transportation officials having the coke region in their jurisdiction, the sidings, yards and junction points are freer of accumulated loads of coal and coke today than at any time for several months past. To this extent the region is well equipped to enter upon a strenuous campaign for increased production and shipments of coke. The only present hindrances are the lack of a full car supply and the retardation of freight movement which results from insufficient effective motive power. If we assume, as may not be safe to do, that labor supply will prove equal to increased oven activity.

The clean-up process of the past two weeks was directed almost solely to getting loads through to destination. This was spurred up all along the lines between the ovens and furnaces to such an extent that the furnaces were deluged with coke, hence for the present no complaint of shortage is heard from this quarter. During this activity no unusual effort was made to return empties, but with the loads now out of the way the flow of empties to loading points will very shortly become much freer, with progressive gains as the railroads obtain a firmer grip on the general traffic situation, although there is the almost certain possibility that shortage of motive power and men will be less easily overcome than was the removal of winter's light embargoes.

While the tonnage of coke loaded for outgoing shipment last week was larger than that of the preceding week, the shipment records include many of the "cold storage" cars, which had been waiting movement for sometime, hence do not accurately measure the week's output. As shown by the records the rail shipments reached a total of 282,359 tons, an increase of 9,462 tons. River navigation having made a start at resumption during the week, 3,000 tons went to market by that route, being the first large shipments of the year. The total river and rail movement, therefore, rose to 285,359 tons, an increase of 9,462 tons. This brought the week's output to within 5,359 tons of the week of January 12 which, with a total of 290,715 tons, holds the record for the year to date.

The fact that the Monongahela railway placed 70 per cent. car supply yesterday for today's loading, and other roads in similar ratios, is taken as indicating a significant change for the better in this direction. Heretofore Monday has shown the maximum distribution for the week with a steadily decreasing percentage during the remaining five days. On Monday 70 per cent was the order, followed by 50 on Tuesday and 30 yesterday. A gain after the middle of the week is so exceptional that, when other present conditions are taken into account, it inspires the hope that a permanent increase in the number of available cars is in sight, if not actually near at hand, but limited by available motive power to handle them, both before and after loading.

There has been some mention in the press, and some discussion in furnace and coke circles during the past week relative to the pooling proposition. While no official announcement has been made it is understood that the matter is still under consideration by the Fuel Administration but no definite conclusion has been reached.

During the week ending Saturday, February 16, shipments of coke by rail aggregated 7,777 cars, carrying 282,359 tons consigned as follows:

Destinations	Cars	Tons
Pittsburgh District	3,484	124,410
West of Pittsburgh	3,235	118,744
East of Connellsville	1,058	37,295

With 5,000 tons added by river shipment the consignments to Pittsburgh were increased to 129,410 tons; to Western points to 119,744 tons; and the aggregate to 285,359 tons, a gain of 9,462 tons over the previous week.

The weekly record of production and output of the Connellsville and Lower Connellsville regions for 1918 to date is shown in net tons in the following tabulation:

Week

A NEW HIGH PRICE IS ESTABLISHED FOR COAL IN GREENE CO.

Interest in a Morgan Township Tract Sold at Rate of \$900 Per Acre.

ORIGINAL PRICE WAS \$25

Sale Inspires the Prophecy That Price Will Reach \$2,000 Per Acre Within a Few Years Building of Railroad Establishing New Values.

A recent sale has established a new high price for coal land in Greene county. Last week a deed was recorded covering the transfer of an undivided three-fourths interest in 679 3-4 acres of the Pittsburgh vein lying partially in the Morgan township, Greene county, and partially in East Bethlehem township, Washington county and the price paid was \$900 per acre; the total consideration being \$603,750.

The parties selling the coal are S. Leslie Mestrezat, of Uniontown, Justice of the Supreme Court; Samuel E. Ewing, of Bryn Mawr, Pa.; W. K. Ewing, of San Antonio, Tex.; for himself and as executor of Nathaniel Ewing; Mrs. Belle E. Howell and A. B. Howell, of Uniontown; J. K. Ewing, Jr., of Pittsburgh; Jared M. B. Reis, of New Castle, Pa.; and Mrs. Eliza W. Lindsey, of Richmond, Va.

The purchasers are Alexander N. Flora, of Warren, O., and Whitney Warren, of Cleveland, O.

The tract, under the following tracts: A. L. Hawkins, A. and C. Torgard, George G. Gayman, D. S. Baker, Demas Crumrine, Mary A. Piper, Olivia J. Johnson, W. W. Garrett, J. C. Elliott, John Nyman, H. Bristor, Rachel Bower, R. H. Still, J. M. Miller and J. C. Still.

This coal was purchased some years ago by George C. Maxwell from the farmers at \$25 per acre and sold three years later to the same party named in the recent deed. Justice S. L. Mestrezat owned one-eighth interest; J. K. Ewing three-eighths; Mrs. Eliza Lindsey one-eighth; Nathaniel Ewing one-eighth. One-fourth interest not included in this deal was owned by J. M. Long.

This sale has aroused considerable interest among Greene countyans who see in it signs of a very material increase in coal land values. The Waynesburg Republican believes that "Greene county coal which can be bought at \$500 per acre will be worth, inside of three years, \$2,000 per acre, and very likely coal which can be secured now for \$150 to \$200 per acre will bring \$2,000 within the same period."

"Inside of three years there will be many miles of new railroads in Greene county and wherever the railroad comes our coal will advance to Fayette county prices."

There will be a railroad in operation then between Waynesburg and the Monongahela river, this railroad passing through the tract of coal sold at \$900 per acre, as mentioned above. There will be a new railroad extending from Waynesburg through the western part of the county to Wheeling. There will be a standard gauge road extending north from Waynesburg to Pittsburgh. And another, it is predicted, will be built from the Monongahela river up Dunkard Creek to Blacksville, and thence to Waynesburg. Not only the Pennsylvania, but the Baltimore & Ohio and the Lake Erie will all be here.

TAX PERIOD EXTENDED

Delay in Arrival of Income Blanks Makes It Necessary.

Collector of Internal Revenue, C. G. Loweth has issued the following statement relative to the collection of income taxes:

"Because of the unavoidable delay in the preparation of forms and regulations for the excess profits tax, and in the preparation of the related forms and regulations for returns for the income and war income taxes, and in order to afford taxpayers a necessary period for the preparation of returns after receiving the forms and regulations, the time for filing returns due after October 16, 1917, and on or before March 12, whether they are 1918 returns or of a fiscal year, ending during 1917, is hereby extended to April 1, 1918."

So far as this extension applies to the returns of corporations to be made on the basis of a fiscal year other than the calendar year, it does not apply to the provisions of Treasury Decision 2561, as amended by Treasury Decisions 2516 and 2633.

DARR SERVICE AGENT

Will Assist in Recruiting Men for Government Industries.

Inspector James S. Darr has been appointed an agent in Fayette county for the United States Public Service Reserve. He will devote a part of his time to working up recruits for the reserve among the men affiliated with the Trades Councils and the crafts generally throughout the county.

At a meeting of the local Trades Council Thursday evening a committee composed of Edward Langford, Russell M. Vaughn and Joseph Somerville was named to work with him.

Back to the Farm.
Roy St. Clair of Furnace Hill, Dunbar, who for six months has been employed as bookkeeper at the plant of the United Fire Brick company at Pochin, has resigned his position and expects to follow agricultural pursuits the coming spring and summer.

Advertise in The Weekly Courier.

PRESIDENT'S DEMAND FOR END OF STRIKE IS BACKED BY FEDERATION

In His Statement of Labor's War Aims; President Must Be Defeated and Victory Won By Labor.

WASHINGTON, Feb. 18.—The action of President Wilson in issuing a sharp rebuke to the striking shipyard workers, as contained in a telegram to the general president of the Brotherhood of Carpenters and Joiners, which concluded with the challenge, "Will you cooperate or will you obstruct?" was very opportunely backed up by a declaration of the war aims of American trade unionism in a statement issued yesterday by the executive council of the American Federation of Labor. The outstanding features of this declaration were as follows:

"A gigantic struggle lies ahead, and now is a time when all workers must soberly face the grave importance of their daily work."

"We are face-to-face with a world crisis. We are in a world struggle which will determine for the immediate future whether principles of democratic freedom or principles of force shall dominate. The decision will determine not only the destiny of nations, but of every community and of every individual. No life will be untouched."

"The hope of labor lies in opportunity for freedom. The workers of America will not permit themselves to be deceived or deceived themselves into thinking the fate of the war will not vitally change our own lives."

"The worker that fastens the rivets in building the ship is performing just as necessary a service to our republic as the sailor who takes the ship across the ocean in the trenches."

"This is a time when all workers must soberly face the grave importance of their daily work and decide industrial matters with a conscience mindful of the world relation of each act."

"This matter of world democracy is of vital interest to labor. Labor is not at rest or a party. It represents the inextinguishable desire for greater opportunity of the masses of all nations."

"The problem of production indispensable to preventing unnecessary slaughter of fellow-men is squarely up to all workers—aye, to employees and employers and production depends upon materials."

"This is labor's war. It must be won by labor and every stage in the fighting and the final victory must be to count for humanity. That result only can justify the awful sacrifice."

SHIPYARD STRIKE IS CALLED OFF

WASHINGTON, Feb. 18.—Workmen in the shipyards at New York, Baltimore and elsewhere, which had been affected by the strike of carpenters and other workmen because of inequalities in the wage scales went to work this morning in response to an order of brotherhood officials calling the strike off.

CURRY SUCCEEDS EVANS

Well Known Lumber Man Is Made Head of Construction Company.

The Conneltsville Construction company held its annual election of officers and board of directors at a meeting Monday. A successful year, with an increase of business over 1916 was reported for 1917 with prospects of increasing work in the coming year. The officers elected follow: John Curry, president; C. M. Hyatt, vice president; A. M. Haines, treasurer and manager; and D. E. Treher, secretary. The board of directors elected was C. M. Hyatt, E. T. Norton, A. M. Haines, John Curry, J. D. Porter, Dr. W. J. Bailey, and Charles Weiche. President Curry succeeds the late Penton T. Evans, who headed the company for a number of years.

DANIEL WILLARD HERE

President of Baltimore & Ohio System Spends Hour in Town.

President Daniel Willard of the Baltimore & Ohio railroad with headquarters in Baltimore, and J. F. Keegan of Pittsburgh, general superintendent, arrived here Wednesday, the latter remaining in the city over night. President Willard was here for about an hour.

The officials were on an inspection trip, traveling in a special train of several coaches. Assistant General Passenger Agent J. P. Taggart, with headquarters in Pittsburgh, was also here for a short time last night.

HARRIGAN IS PRESIDENT

Officers of B. & O. Veterans Association Here Are Chosen.

F. J. Harrigan was elected president of the Baltimore & Ohio Veterans' association for the ensuing year at a meeting held Wednesday in Macabees hall. Other officers were elected as follows:

Vice president, L. W. Wolfe, financial secretary, John Layton; treasurer, John Lindsay; officers of the executive board, unanimously elected, William Shaulis, E. I. Foye, W. C. Irwin, B. F. Hanna, W. E. Zimmermann, G. R. McDonald, O. L. Eaton, T. H. Edmonds, A. R. King, T. E. Miller, William Turner and Joseph Oakes.

LUMBER COMPANY ELECTS

Joseph L. Stader Is President for the ensuing Year.

The stockholders of the South Conneltsville Lumber company on Saturday, February 16, met and elected the following directors for the ensuing year:

Joseph L. Stader, president; J. C. Henry, treasurer and general manager; J. M. Doyle, secretary; Mrs. E. C. Soisson and A. V. D. Watterman.

Business has been very good for the year and the company voted to pay a four per cent dividend payable April 1.

THE LOWER CONNELLSVILLE DISTRICT

With Their Owners, Address and Ovens in Blast Corrected to Saturday, February 16, 1918.

Ovens	In Works	Name of Operators	Address
MERCHANT OVENS.			
40	Adah	Westm-Fayette Coke Co.	Greensburg
400	Allica	W. Harry Brown	Allica, Pa.
223	Allyson No. 1	W. J. Hanna	New York
200	Allyson No. 2	W. J. Hanna	New York
142	American No. 1	Reilly-Feabody Fuel Co.	Pittsburg
240	American No. 2	Reilly-Feabody Fuel Co.	Pittsburg
40	Bellevernon	Reilly-Feabody Fuel Co.	Uniontown
257	Bessemer	Champion Gas Coal Co.	Pittsburg
20	Browning	Browning Coke Co.	Uniontown
50	Brownsville	Brownsville Coke Co.	Uniontown
31	Burchinal	Clark Coal Co.	Smithfield
205	Century	Century Coke Co.	Brownsville
40	Champion	Champion Coke Co.	Uniontown
128	Champion	Champion Coke Co.	Pittsburg
236	Denbo	Denbo Coal & Coke Co.	Pittsburg
402	Donald 1 & 2	Consolidated Cville Coke Co.	Uniontown
160	Donald 3	Consolidated Cville Coke Co.	Uniontown
120	Edwards	Edwards Coke Co.	Uniontown
32	Emory	Sunshine Coal & Coke Co.	Uniontown
32	Finley	Jas. Byrne & Co.	Uniontown
80	Fretts	South Fayette Coke Co.	Uniontown
53	Genuine	Asina-Conneltsville Coke Co.	Connellsville
200	Griffin No. 1	Bessemer Coke Co.	Pittsburg
200	Griffin No. 2	Hillman-Vet Coke Co.	Pittsburg
45	Hillman	Connellsville Central Coke Co.	Connellsville
45	Hillman	Connellsville Central Coke Co.	Connellsville
20	Hill Top	E. Conneltsville Coke Co.	Connellsville
114	Hoover	James H. Hoover	Uniontown
35	Hop	Hop Coke Co.	Uniontown
135	Hustand-Semane C. & C. Co.	Uniontown	Uniontown
260	Isabella	Hecia Coal & Coke Co.	Pittsburg
24	Junior	Junior Coal & Coke Co.	Uniontown
140	Katherine	Union Conneltsville Coke Co.	Uniontown
220	Lafayette	Allica Coke Co.	Heien
30	Leon	Franklin Coke Co.	Mt. Pleasant
400	Lincoln	Lincoln Coal & Coke Co.	Scottsdale
40	Little Gem	The Briar Coal & Coke Co.	Pittsburg
250	Low Phases	Cville Central Coke Co.	Pittsburg
34	Luxar	Luxar Coal & Coke Co.	Pittsburg
61	Marion	Southern Cville Coke Co.	Uniontown
132	Menallen	Menallen Coke Co.	Uniontown
200	Menallen	Menallen Coke Co.	Uniontown
60	Murphy	Edward Coal & Coke Co.	Connellsville
100	Old Home	W. J. Parrish	Uniontown
400	Orient	Orient Coke Co.	Uniontown
200	Parlatan	Parlatan Coke Co.	Uniontown
30	Perry	Perry Coke Co.	Pittsburg
72	Plumer	Plumer Coke Co.	Uniontown
161	Poland	Poland Coal Co.	Outcrop
120	Rice Hill	Rice Hill Coal & Coke Co.	Connellsville
86	Rice	Rice Coal & Coke Co.	Connellsville
309	Royal	W. J. Hanna	New York
30	Sackett	H. R. Sackett Coal & Coke Co.	Uniontown
373	Sackett	Taylor Coal & Coke Co.	Uniontown
250	Shamrock	Fayette Coke Co.	Uniontown
60	Solon	Prospect Coal & Coke Co.	Uniontown
219	Sterling	Consolidated Cville Coke Co.	Masonstown
50	Stirling	Consolidated Cville Coke Co.	Uniontown
400	Thompson	Thompson-Cville Coke Co.	Pittsburg
400	Thompson	Thompson-Cville Coke Co.	Pittsburg
320	Tower Hill	Tower Hill Cville Coke Co.	Uniontown
351	Tower Hill 2	Tower Hill Cville Coke Co.	Uniontown
34	Yard	Byrne Coal & Coke Co.	Scottsdale
500	Washington 1	Washington Coal & Coke Co.	Dawson
425	Washington 2	Washington Coal & Coke Co.	Uniontown
78	Wickham	Banning-Cville Coke Co.	Pittsburg
60	Winners	Winland-Gilmors C. & C. Co.	Uniontown
36	Yukon	Wheal Coke Co.	Uniontown

11,843	10,587	FURNACE OVENS.	
120	Atcheson	Republic Iron & Steel Co.	Gans.
100	139 Bridgeport.	H. C. Frick Coke Co.	Pittsburg
200	Brier Hill	Brier Hill Coke Co.	Brier Hill
426	475 Buffington	H. C. Frick Coke Co.	Pittsburg
200	471 Colonial No. 1.	H. C. Frick Coke Co.	Pittsburg
156	106 Colonial No. 2.	H. C. Frick Coke Co.	Pittsburg
200	106 Colonial No. 3.	H. C. Frick Coke Co.	Pittsburg
250	250 Dearth.	H. C. Frick Coke Co.	Pittsburg
500	200 Edenborn	H. C. Frick Coke Co.	Pittsburg
200	200 Fairbank	Struthers Coal & Coke	Fairbank
400	400 Fairbank	H. C. Frick Coke Co.	Pittsburg
202	202 Geneva	McKee-Frey Coal Co.	Leontia, O.
200	175 LaBelle	LaBelle Coke Co.	LaBelle
482	348 Lambert	H. C. Frick Coke Co.	Pittsburg
515	466 Lockport.	H. C. Frick Coke Co.	Pittsburg
150	150 Martin	Republic Iron & Steel Co.	Youngstown, O.
30	30 Newcomer	H. C. Frick Coke Co.	Pittsburg
400	408 Republic	Republic Iron & Steel Co.	Pittsburg
350	350 Romeo	H. C. Frick Coke Co.	Pittsburg
5,326	4,837		

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A BIG INCREASE IN ACCIDENTS ON THE RAILROADS IN 1917

Total on Steam Roads of State 1,300, With a Total of 11,903 Injured.

GRAND TOTAL WAS 12,479

Grade Crossings Claim Many Victims; Others Caught by Disregarding Safeguards; Number of Trespassers Hurt or Killed Slightly Reduced.

The elimination of grade crossings and the use of additional safeguards at railroads have not cut down the number of accidents on the steam railroads or the street railways, as the report of John P. Dehoney, chief of the Bureau of Accidents of the Public Service Commission shows.

During the year ending December 31 last 12,479 accidents occurred on the steam railroads of Pennsylvania. There were 1,300 persons killed on the railroads and 11,903 injured, while on the street railways 225 persons were killed and 3,190 injured.

As compared with 1916, the steam railroad figures show an increase of 818 in accidents, of 26 in killed and of 353 in injured. The list of fatalities includes 501 employees, 40 passengers, 534 trespassers and 179 travelers over grade crossings.

At the grade crossings in 1917, 609 accidents occurred or 154 more than during the previous year. While the statistics show there was a decrease of 16 in the number killed at these crossings, there was an increase of 120 in the number injured.

There were 320 automobiles, 159 wagons and 130 pedestrians struck with the result that 72 of the occupants of the automobiles were killed and 303 injured; 30 occupants of wagons were killed and 100 injured, and 77 pedestrians were killed and 56 injured.

Thirty-nine per cent of the grade-crossing accidents occurred at crossings which have some form of protection. In the matter of pedestrians

Connellsville Machine and Car Company

CONNELLSVILLE, PA.

—Manufacturers of—

LAFAYETTE PUMPS

Steam, Air and Electric Driven

We make a specialty of Wood Lined Pipe and Fittings

J. F. BRENNEN, President.
J. V. THOMPSON, Vice President.
ANDREW A. THOMPSON, Treasurer.
W. G. ROCK, Sec'y and Asst. Treasurer.

THOMPSON CONNELLSVILLE COKE CO.

800 OVENS. MONTHLY CAPACITY 50,000 TONS.

STANDARD CONNELLSVILLE FURNACE COKE.

WORKS:
Thompson No. 1 400 Ovens
Thompson No. 2 400 Ovens
Near Republic Station,
Fayette County, Pa.

CONNECTIONS:
Pennsylvania R. R.
Pittsburg & Lake Erie R. R.
Baltimore & Ohio R. R.

PITTSBURG OFFICE:
3102 First National
Bank Building,
Pittsburg, Pa.

OUR COKE IS OF HIGHEST QUALITY. ANALYSIS FURNISHED ON APPLICATION.

As all of our drawing is done by the Mechanical Extractor, none of the Foundry Coke is eliminated. Purchasers are consequently assured of a uniform quality of Furnace Coke.

HERBERT DU PUY, President.
JOHN C. NEFF, Gen. Mgr.

Connellsville Central Coke Co.

General and Sales Office, 1211 Empire Building, Pittsburg, Penna.
Works:—Low Phos. No. 1, Herbert No. 2, near Uniontown, Pa.

Standard Connellsville Coke

MONTHLY CAPACITY 32,000 TONS. P. R. R., P. & L. E. R. R. and B. & O. R. R. Connections

Coke low in Sulphur and Phosphorus and of strong physical structure.

Our Coke at HERBERT WORKS is made in LONGITUDINAL OVENS and is entirely mechanically handled, thus eliminating by screening all dust and dirt.

ANALYSIS FURNISHED ON REQUEST

Graceton Foundry Coke

Our Foundry Coke is unexcelled by any. Its low sulphur and ash and high fixed carbon make it superior to many. It has the ability to give high melting ratios in your foundry.

GRACETON COKE CO.

Graceton, Penna.

Good Job Printing

Is Not Possible without GOOD STOCK is used, SKILLED WORKMEN to do the composition and press work and a COMPLETE EQUIPMENT of Machinery, Up-to-Date Type and all the accessories of a First Class Plant. THE COURIER JOB PRINTING DEPARTMENT lacks none of these essentials. It turns out the HIGHEST GRADE PRINTING, from Visiting Cards to the largest and most complicated Office Forms and Commercial Work of every variety and for any purpose.

Printing for Coke Company Offices and Works a Specialty

One Order will make you a Permanent Customer.

THE COURIER COMPANY

127½ W. Main St., Connellsville, Pa.

A NEW HIGH PRICE IS ESTABLISHED FOR COAL IN GREENE CO.

Interest in a Morgan Township Tract Sold at Rate of \$900 Per Acre.

ORIGINAL PRICE WAS \$25

Sale Inspires the Prophecy That Price Will Reach \$2,000 Per Acre Within a Few Years: Building of Railroad Establishing New Values.

A recent sale has established a new high price for coal land in Greene county. Last week a deed was recorded covering the transfer of an undivided three-fourths interest in 679 3-4 acres of the Pittsburgh vein lying partially in Morgan township, Greene county, and partially in East Bethlehem township, Washington county, and the price paid was \$900 per acre; the total consideration being \$610,125.

The parties selling the coal are S. Leslie Mestrezat, of Uniontown, Justice of the Supreme Court; Samuel E. Ewing, of Bryn Mawr, Pa.; W. K. Ewing, of San Antonio, Tex.; for himself and as executor of Nathaniel Ewing; Mrs. Belle E. Howell and A. B. Howell, Uniontown; J. K. Ewing, Jr., Pittsburgh; Jared M. B. Reis, New Castle, Pa.; and Mrs. Eliza W. Lindsay, Richmond, Va.

The purchasers are Alexander N. Flora, of Warren, O., and Whitney Warren, of Cleveland, O.

The coal underlies the following tracts: A. L. Hawkins, A. and C. Teagarden, George G. (Wayman), D. S. Baker, Demas Crumrine, Mary A. Piper, Oliver J. Johnson, W. W. Garrett, J. C. Elbert, John Nyswander, H. Bristol, Rachel Bowser, R. H. Stull, J. M. Miller and J. C. Stull.

This coal was purchased some years ago by George C. Maxwell from the farmers at \$25 per acre and sold three years later to the persons named in the recent deed. Justice S. L. Mestrezat, one-eighth; Mrs. Eliza Lindsay one-eighth; Nathaniel Ewing one-eighth. One-fourth interest not included in this deal was owned by J. M. Long.

This sale has aroused considerable interest among Greene countymen who see in it signs of a very material increase in coal land values. The Waynesburg Republican believes that "Greene county coal which can be bought at \$500 per acre will be worth, inside of three years, \$2,000 per acre, and very likely coal which can be secured now for \$150 to \$200 per acre will bring \$2,000 within the same period."

"Inside of three years there will be many miles of new railroads in Greene county and wherever the railroad comes our coal will advance to Fayette county prices."

"There will be a railroad in operation then between Waynesburg and the Monongahela river, this railroad passing through the tract of coal sold at \$900 per acre, as mentioned above. There will be a new railroad extending from Waynesburg through the western part of the county to Wheeling. There will be a standard gauge road extending north from Waynesburg to Pittsburgh. And another, it is predicted, will be built from the Monongahela river up Dunkard creek to Blacksville and thence to Waynesburg. Not only the Pennsylvania, but the Baltimore & Ohio and the Lake Erie will all be here."

TAX PERIOD EXTENDED

Delay in Arrival of Income Blanks Makes It Necessary.

Collector of Internal Revenue C. G. Lewellyn has issued the following statement relative to the collection of income taxes:

"Because of the unavoidable delay in the preparation of forms and regulations for the excess profits tax, and hence in the preparation of the related forms and regulations for returns for the income and war income taxes, and in order to afford taxpayers a necessary period for the preparation of returns after receiving the forms and regulations, the time for filing returns due after October 16, 1917, and now or before March 1, whether they are to be made on the basis of the calendar year or of a fiscal year, ended during 1917, is hereby extended to April 1, 1918.

So far as this extension applies to the returns of corporations to be made on the basis of a fiscal year other than the calendar year, it amends the provisions of Treasury decision 2561, as amended by Treasury decisions 2615 and 2633."

DARR SERVICE AGENT

Will Assist in Enlisting Men for Government Industries.

Inspector James S. Darr has been appointed an agent in Fayette county for the United States Public Service Reserve. He will devote a part of his time to working up recruits for the reserve among the men affiliated with the Trades Councils and the crafts generally throughout the county.

At a meeting of the local Trades Council Thursday evening a committee composed of Edward Langford, Russell M. Vaughn and Joseph Somerville was named to work with aim.

Back to the Farm

Roy St. Clair of Furnace hill, Dunbar, who for six months has been employed as bookkeeper at the plant of the United Fire Brick company at Pechin, has resigned his position and expects to follow agricultural pursuits the coming spring and summer.

Advertise in The Weekly Courier.

PRESIDENT'S DEMAND FOR END OF STRIKE IS BACKED BY FEDERATION

In Its Statement of Labor's War Aims; Prussianism Must Be Defeated and Victory Won By Labor.

WASHINGTON, Feb. 18.—The action of President Wilson in issuing a sharp rebuke to the striking shipyard workers, as contained in a telegram to the general president of the Brotherhood of Carpenters and Joiners, which concluded with the challenge, "Will you cooperate or will you obstruct?" was very opportunely backed up by a declaration of the war aims of American trades unionism in a statement issued yesterday by the executive council of the American Federation of Labor. The outstanding features of this declaration were as follows:

"A gigantic struggle lies ahead, and now is a time when all workers must nobly face the grave importance of their daily work.

"We are face to face with a world crisis. We are in a world struggle which will determine for the immediate future whether principles of democratic freedom or principles of force shall dominate. The decision will determine not only the destiny of nations, but of every community and of every individual. No life will be untouched.

"The hope of labor lies in opportunity for freedom. The workers of America will not permit themselves to be deceived or deceived themselves into thinking the fate of the war will not vitally change our own lives.

"The worker that fastens the rivets in building the ship is performing just as necessary war service to our republic as the sailor who takes the ship across or the gunner in the trenches.

"This is a time when all workers must nobly face the grave importance of their daily work and decide industrial matters with a conscience mindful of the world relation of each act.

"This matter of world democracy is of vital interest to labor. Labor is not at rest or at party. It represents the inalienable desire for greater opportunity of the masses of all nations. The problem of production indispensable to preventing unnecessary slaughter of fellow-men is squarely up to all workers—aye, to employees and employers and production depends upon materials.

"This is labor's war. It must be won by labor and every stage in the fighting and the final victory must be to combat for humanity. That result only can justify the awful sacrifice."

SHIPYARD STRIKE IS CALLED OFF

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LUMBER COMPANY ELECTS

Joseph L. Stader Is President for the Ensuing Year.

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With Their Owners, Address and Ovens in Blast Corrected to Saturday, February 16, 1918.

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402	Alfida	W. J. Rainey	Alfida, Pa.
293	Allison No. 1	W. J. Rainey	New York
290	Allison No. 2	W. J. Rainey	New York
112	American No. 1	Relly-Parbody Fuel Co.	Pittsburg
240	American No. 2	Relly-Parbody Fuel Co.	Pittsburg
40	Anica	The Wilkey & Feather Co.	Uniontown
42	Bellevue	Bellevue Coal & Coke Co.	Pittsburg
257	Beece	Champion Gas Coal Co.	Pittsburg
20	Browning	Browning Coke Co.	Uniontown
50	Brownsville	Brownsville Coke Co.	Uniontown
34	Burchinal	Clark Coal Co.	Smithfield
205	Century	Century Coke Co.	Uniontown
48	Champion	Champion Coke Co.	Uniontown
120	Champion	Champion Coke Co.	Uniontown
30	Civil	United Civil Coke Co.	Pittsburg
235	Dono	Dono Coal & Coke Co.	Pittsburg
402	Donald 1 & 2	Congolidated Civil Coke Co.	Uniontown
160	Donald 3	Congolidated Civil Coke Co.	Uniontown
145	Edna	Watersburg Coke Co.	Uniontown
22	Emory	Sunshine Coal & Coke Co.	Uniontown
32	Finley	James Byrns & Co.	Uniontown
30	Frutis	South Fayette Coke Co.	Uniontown
113	Gardner	Acacia-Congolidated Coke Co.	Connellsville
58	Genuine	Genuine Civil Coke Co.	Uniontown
200	Griffin No. 1	Resemer Coke Co.	Pittsburg
209	Griffin No. 2	Hillman-Neff Coke Co.	Pittsburg
210	Harbison	Connellsville Central Coke Co.	Pittsburg
45	Hillside	Westmoreland Gas Coal Co.	Pittsburg
52	Hill Top	L. Connellsville Coke Co.	Connellsville
154	Hoover	James H. Hoover	Uniontown
35	Hoppe	Hoppe Coke Co.	McClintocktown
155	Hustard	Hustard-Semans C. & C. Co.	Uniontown
260	Isabella	Hecla Coal & Coke Co.	Pittsburg
24	Junior	Junior Coal & Coke Co.	Uniontown
149	Kennel	Union Connellsville Coke Co.	Uniontown
220	Lafayette	Atlas Coke Co.	Uniontown
30	Leon	Franklin Coke Co.	Uniontown
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295	Puritan	Puritan Coke Co.	Uniontown
20	Perry	Perry Coke Co.	Pittsburg
72	Plumer	Plumer Coke Co.	Uniontown
101	Polard	Polard Coal Co.	Uniontown
120	Rich Hill	Rich Hill Coal & Coke Co.	Uniontown
35	Rice	Rice Coal & Coke Co.	Uniontown
309	Royal	W. J. Rainey	New York
30	Sackett	H. R. Sackett Coal & Coke Co.	Uniontown
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325	Tower Hill	Tower Hill Civil Coke Co.	Uniontown
50	Virgie	Byrns Coal & Coke Co.	Uniontown
500	Washington 1	Washington Coal & Coke Co.	Dawson
425	Washington 2	Washington Coal & Coke Co.	Dawson
75	Winland	Winland-Civil Coke Co.	Uniontown
60	Winmore	Winland-Gilmore C. & C. Co.	Uniontown
30	Yukon	Whyl Coke Co.	Uniontown
FURNACE OVENS.			
1,842	10,387	Republic Iron & Steel Co.	Guns
420	Atcheson	H. C. Frick Coke Co.	Pittsburg
180	Balderson	H. C. Frick Coke Co.	Pittsburg
470	Brier Hill	H. C. Frick Coke Co.	Pittsburg
426	Bullington	H. C. Frick Coke Co.	Pittsburg
471	Colonial No. 1	H. C. Frick Coke Co.	Pittsburg
155	Colonial No. 2	H. C. Frick Coke Co.	Pittsburg
200	Colonial No. 3	H. C. Frick Coke Co.	Pittsburg
250	Colonial No. 4	H. C. Frick Coke Co.	Pittsburg
420	Edenborn	H. C. Frick Coke Co.	Pittsburg
200	Edenborn	H. C. Frick Coke Co.	Pittsburg
400	Footdale	H. C. Frick Coke Co.	Pittsburg
202	Geneva	McKee Coal Co.	Leontis, O.
200	LaBelle	LaBelle Coke Co.	Pittsburg
422	Lambert	H. C. Frick Coke Co.	Pittsburg
512	Lackron	H. C. Frick Coke Co.	Pittsburg
44	Martin	Republic Iron & Steel Co.	Youngstown, O.
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Grade Crossings Claim Many Victims; Others Caught by Disregarding Safeguards; Number of Trespassers Hurt or Killed Slightly Reduced.

The elimination of grade crossings and the use of additional safeguards at railroads have not cut down the number of accidents on the steam railroads or the street railways, as the report of John P. Doherty, chief of the Bureau of Accidents of the Public Service Commission shows.

During the year ending December 31 last 12,479 accidents occurred on the steam railroads of Pennsylvania. There were 1,300 persons killed on the railroads and 11,903 injured, while on the street railways 235 persons were killed and 3,290 injured.

As compared with 1916, the steam railroad figures show an increase of 818 in accidents, of 26 in killed and of 353 in injured. The list of fatalities includes 501 employees, 40 passengers, 534 trespassers and 173 travelers over grade crossings.

At the grade crossings in 1917, 609 accidents occurred, or 164 more than during the previous year. While the statistics show there was a decrease of 16 in the number killed at these crossings, there was an increase of 120 in the number injured.

There were 320 automobiles, 159 wagons and 130 pedestrians struck, with the result that 72 of the occupants of the automobiles were killed and 303 injured; 30 occupants of wagons were killed and 100 injured, and 77 pedestrians were killed and 56 injured.

Thirty-nine per cent of the grade-crossing accidents occurred at crossings which have some form of protection. In the matter of pedestrians

struck at crossings protected by gates, 91 per cent of the killed and injured crawled under the gates. The percentage of those who disregarded the safeguards is the highest known.

There was an increase of 108 in the number of employees killed and of 204 in the number injured on the steam railroads. In the number of trespassers killed and injured there was a decrease of 88 and 131, respectively, yet this element furnished 41 per cent of the total railroad fatalities.

On the street railways there were 2,564 accidents, an increase of 24. The fatalities included eleven employees and 45 passengers, a decrease of four and an increase of eight respectively.

TO FORCE SALE

Of Thompson's Stock Is Purpose of Suit by Comptroller Williams.

Comptroller of the Currency John Skelton Williams, yesterday entered suit in United States District Court at Pittsburgh, to establish the right of the comptroller to dispose of at public sale about \$750,000 worth of securities to satisfy debts of J. V. Thompson on promissory notes to about 125 national banks.

The comptroller's act in filing a bill in equity, it is believed, is to establish his right to dispose of securities, 3,000 shares of the capital stock of the Liberty Coal company and 7,000 shares of the capital stock of the Weizel Coal & Coke company, which the comptroller obtained October 29, 1914, and which Thompson and his associates were given until May 1, 1915, to redeem by payment of a sum not to exceed \$750,000.

BANK WILL BE SOLD

No Further Attempt to Delay Disposition of Uniontown's Skyscraper.

According to statements made by Arthur Hagemeyer, agent of the New York and Saint Paul syndicate that is conducting the Hill deal for coal lands of J. V. Thompson, no further effort will be made to delay the sale at auction of the First National Bank building of Uniontown, but that it will go to the highest bidder at 2 P. M. Saturday.

Mr. Hagemeyer says that the sole interest of the syndicate in the sale is to preserve the equity of the Thompson estate, its share in the building being less than one per cent of the estimated assets of \$50,000,000.

Connellsville Machine and Car Company

CONNELLSVILLE, PA.

—Manufacturers of—

LAFAYETTE PUMPS

Steam, Air and Electric Driven

We make a specialty of Wood Lined Pipe and Fittings

THOMPSON CONNELLSVILLE COKE CO.

300 OVENS. MONTHLY CAPACITY 50,000 TONS.

STANDARD CONNELLSVILLE FURNACE COKE.

WORKS:	CONNECTIONS:	PITTSBURGH OFFICE:
Thompson No. 1 400 Ovens, Thompson No. 2 400 Ovens, Near Republic Station, Fayette County, Pa.	Pennsylvania R. R. Pittsburg & Lake Erie R. R. Baltimore & Ohio R. R.	2102 First National Bank Building, Pittsburg, Pa.

OUR COKE IS OF HIGHEST QUALITY. ANALYSIS FURNISHED ON APPLICATION.

As all of our drawing is done by the Mechanical Extractor, none of the Foundry Coke is eliminated. Purchasers are consequently assured of a uniform quality of Furnace Coke.

Connellsville Central Coke Co.

General and Sales Office, 1211 Empire Building, Pittsburg, Penna.

Works:—Low Phos. No. 1, Herbert No. 2, near Uniontown, Pa.

Standard Connellsville Coke

MONTHLY CAPACITY 32,000 TONS. P. R. R. P. & L. E. R. R. and B. & O. R. R. Connections

Coke low in Sulphur and Phosphorus and of strong physical structure.

Our Coke at HERBERT WORKS is made in LONGITUDINAL OVENS and is entirely mechanically handled, thus eliminating by screening all dust and dirt.

ANALYSIS FURNISHES ON REQUEST

Graceton Foundry Coke

Our Foundry Coke is unexcelled by any. Its low sulphur and ash and high fixed carbon make it superior to many. It has the ability to give high melting ratios in your foundry.

GRACETON COKE CO.

Graceton, Penna.

Good Job Printing

Is Not Possible without GOOD STOCK is used, SKILLED WORKMEN to do the composition and press work and a COMPLETE EQUIPMENT of Machinery. Up-to-Date Type and all the accessories of a First Class Plant. THE COURIER JOB PRINTING DEPARTMENT lacks none of these essentials. It turns out the HIGHEST GRADE PRINTING, from Visiting Cards to the largest and most complicated Office Forms and Commercial Work of every variety and for any purpose.

Printing for Coke Company Offices and Works a Specialty

One Order will make you a Permanent Customer.

THE COURIER COMPANY

127 1/2 W. Main St.,

Connellsville, Pa.

ARRIVAL OF THE MAIL MAN IS GREAT EVENT OVER THERE

Scenes Enacted When Letters
Come From Home Border
On Riot.

INTERESTING FACTS TOLD

In Letter Received by Relative of
Roscoe Wright of Conneltsville Who
Is in France With Regiment of En-
gineers; He Talks of Food.

The coming of the mail man in his daily rounds in Conneltsville is an occasion of interest but over in France it is likely to produce something resembling a riot, so eager are the soldiers from America to hear from the folks back home. That is the way Roscoe Wright of Conneltsville speaks in a letter received by his brother, Warren L. Wright, "Rose," as his friends familiarly call him, is a member of Company B, 25th Engineers. In part the letter reads:

"I came in from work on Friday evening, tired and hungry and feeling a little as though I had lost my last friend. When I reached the bunk house door I noticed quite a commotion, in fact a near riot, and upon investigation I discovered that the long looked for mail had arrived. The first with the exception of a few papers received a few days before, we have received since leaving home.

"Maybe you think there wasn't a wild time around these 'diggings' for the rest of the evening.

"We have received our first pay this evening and before there was a demonstration at the announcement of that, it was nothing to be compared to the arrival of the mail.

"It seems strange that the papers should be delivered before the first class mail but such is the case. I received eight in all and was delighted and especially yours from home. It was sent to Ayer, Mass., and from there forwarded here. One thing Uncle Sam does thoroughly he keeps correct tab on you at all times and very little mail is lost, but sometimes delayed.

"For a long time you would be continually hearing the fellows remark: 'I wonder when we will get our mail.' 'It is the most welcome thing one can receive when in a foreign land.

"I'll endeavor first to answer your questions. As to bed clothes, I have sufficient, as the army supplies us with three wool blankets, one poncho which can be converted into a bed sack, and one half sheeting tent. This sheeting tent is used only when out from a base camp, and by doubling up with another fellow, you have one whole sheeting tent big enough for two persons. They are called dog tents. We are at present in barracks which house holding from 100 to 125 men, and sleep on cots which we hold ourselves. On top of these we have a straw mattress and as we sleep double here every two fellows have six blankets and two ponchos on top, and our shelter half on top of that to keep out the damp.

"The inside of the barracks is very dry as this is a damp country, but we sleep rather warm, considering. Thank you very much for the offer of the white ones. In each barracks we have two small stoves, burning wood, and as many as can crowd round within a radius of ten feet are kept warm outside of this distance it is just like sleeping outdoors. We have become accustomed to it and really never mind the cold. Fog have to keep jumping in the early a. m. but after a bath in cold water, I never mind the cold, in fact feel good and warm.

"We are up and have had breakfast before daylight and start to work by 7 a. m. Do not return for lunch, as it is sent out in big cans. Are usually back in camp by dark and nothing else to do till next day. As it is three miles to town I never go in after supper, but lots of the fellows do. For this we must get a pass and each man is given one per week.

"I got mine on Sunday and have a good hot bath at a bathing house. It is always crowded and I am sometimes compelled to wait a couple of hours, but it's worth the wait.

"I and another guy from Iowa, were in town last Sunday. We dropped in to a restaurant about 6:30 and had a quail on toast—the first decent meal since landing, though it did cost us seven francs each.

"We went by the shore road and you never saw anything so pretty as this road. And attended a movie which was quite good and the first I had seen. This fellow from Iowa (Mansfield) went to Carnegie Tech and knows John Withers. Nice fellow. The cats at camp are only fair and the same thing day after day, bacon, boiled potatoes, gravy, bread and coffee for breakfast. Soup, bread, coffee, syrup for dinner. Roast beef or steak, boiled potatoes, bread and coffee for supper.

"When you say the fellows in camp in the states are writing home for catsup, it makes me smile. Wait till they get here, they won't think of catsup; they will be asking for something to eat. I saw in a New York paper the menu for soldiers' Thanksgiving dinner abroad, turkey, cranberries, pie, nuts, etc. The soldiers had roast beef, baked potatoes, beans, bread and coffee, and the papers think they are getting away with this stuff.

"If it weren't for the T. M. C. A. where we can go and buy a sandwich (American) and a cup of cocoa every evening this old same grub would look mighty small indeed.

"The N. M. C. A. (foreign) is doing wonders for the American soldiers abroad. We can also get America tobacco, cigarettes, etc., here. Occasionally some candy and cakes, but there are so many soldiers here that they do not last more than a couple of days.

Six transports came in yesterday, but they will not be unloaded before one week. The troops are arriving daily and there are a great many in France at present.

"I was visiting at the hospital a few days ago and such sights. Soldiers just from the trenches brought here and I heard some very interesting stories. This is a large hospital and capable of taking care of a great many patients.

"Have talked to men who have been over the top, bombed, gassed and bayoneted, and it is some life. With the exception of a bad sore throat, I have been O. K., and have gotten rid of that now. Cold bath towels around my neck cured me.

"The quail here are larger than ours and the rabbits nearly as large again. They are rather expensive in the markets. The natives are compelled to get an order from the mayor in order to purchase sugar. I bought an apple pie the other day and it cost me three and one-half francs, seventy cents. These French pastries look mighty fine, but when you shove your molars into them they are mostly air. Am beginning to pick up a little French but I can understand better than I can speak it.

"I really don't know how much I am permitted to say in this letter. Were my last ones censored?

In order to give you an idea of the immensity of this place will say that on last Sunday forenoon there were twelve or fifteen football and baseball games going on at one time on our drill field. This is a very large camp and is growing. Water is the great drawback in this country, and the people (natives) never drink it, always wine or cider.

"When we are in town we cannot get a drink of water any place, but we have plenty at camp. It is hauled by the train load. France will never go prohibition."

With love, your brother,
R. C. WRIGHT.

25th Engineers Co. B.
Amer. Exped. Force via N. Y.

CONDITIONS IN LOWER TYRONE SCHOOL SCORED

Roof is Leaky, Henters in Poor Condition, Drinking Fountain Frozen, Inspector Faint Finds.

The Hultwaite school building in Lower Tyrone township is unfit, in its present condition, for school purposes, according to a report by Inspector James S. Darr who last week inspected it. A summary of defects shows the following:

All windows have wire screens, nailed fast. Part of the windows cannot be raised because weights and cords are out of order. The roof is leaky. The heater on the second floor is in bad condition. The sanitary drinking tank in each room was frozen and the children were without water. A storage room is under the stairway leading to the second floor and if paper there should catch fire escape of the children on the second floor would be cut off. Toilets are in unsanitary condition and there is no record of when they were cleaned.

According to information the inspector secured there has been laxity in fumigation after cases of measles, whooping cough and diphtheria.

Reports were received by the inspector that children fall down the steps because there is no hand rail. None has been seriously injured, but it is claimed a serious accident may happen at any time.

There are 47 pupils on the first floor and 43 on the second. No fault is found with the teachers.

OBSERVE ANNIVERSARY

Children of Vanderbilt Man Gather for Family Dinner.

William Means, one of the oldest and best known residents of Vanderburgh, celebrated his 85th birthday Sunday at his home, a well appointed family dinner being given at noon in honor of the occasion. The following were present:

Joseph Means of Mount Sterling; William Means of Leontine; Mrs. Earl Riley of Scottsdale; Bert Means of Fayette City; Miss Carrie Means, Samuel Means, Mrs. C. S. Shallenberger, Mrs. Louisa Shallenberger of Vanderburgh; children of Mr. Means; R. M. Shallenberger, Mrs. George Penn of Wilson, Pa.; Kelley Shallenberger, Charles Shallenberger, Imogene Shallenberger and Margaret Rebecca Shallenberger, Vanderburgh; Walter Riley and Helen Riley, Scottsdale; Mrs. Harry Harshman of Mount Braddock; William Means, Jr. of Leontine; Ruth Means of Mount Sterling; Esther Means of Leontine, grandchild; Sarah Mae Harshman, daughter of Mr. and Mrs. Harry Harshman of Mount Braddock, and the only great grandchild of Mr. Means, and his only sister, Mrs. Henrietta Richter of Uniontown.

SHOT BY FELLOW OFFICER

Killing is Outcome of Dispute at East Millsboro.

Disputed authority between two deputy sheriffs at East Millsboro Saturday evening is said to have been the direct cause of a shooting in which Louis Vecchio, aged 41, an Italian, was fatally wounded. Andrew Mulbridge, aged 40, an American, was arrested later in the evening charged with the crime.

Vecchio died at the Uniontown hospital Saturday night after making a dying statement to County Detective John J. Smith. Both men were employed as special officers by the Husted-Semans Coal & Coke company at East Millsboro.

"Casey" Jones, Well.

Word recently received by his friends in the city report Lieutenant R. C. ("Casey") Jones, now with the American aviators in France, as well as anxious to "go after" the Boches.

120 IN DISTRICT NO. 2 FAIL TO SEND IN THEIR BLANKS

Persons Knowing the Regis-
trants Are Asked to Inform
Them or the Board.

POLICE TO BE NOTIFIED

If Questionnaires Are Not Returned by
the End of 10 Days; 36 Out of 50
Men Examined on Saturday Are
Accepted for Military Service.

Following is a list of men who registered in District No. 2 but who did not return questionnaires to the local board. Persons knowing the present addresses of the persons named are asked to notify them or give their addresses to the local board.

At the end of ten days the list will be given to the police. Men arrested on the charge of not turning in their questionnaires will be classed as deserters.

Following are the men who have not turned in their questionnaires:

Ben Wilson, Conneltsville.
Nick Higgs, Conneltsville.
Charles Reosa, Union, Hudson county, N. Y.
Skidmore Young, Conneltsville.
Oscar Lund, Conneltsville.
Clifton Bedune, colored, Conneltsville.
Michael Henry Buckley, Philadelphia.
James M. Jones, colored, South Conneltsville.
Cristine Maanania, Dunkirk, N. Y.
Edwin Wetters, Conneltsville.
James Slavin, Everson.
Huber Jordan, colored, Conneltsville.
Harry J. Birch, South Conneltsville.
Ernest Swanson, Conneltsville.
Clyde Lester Young, Conneltsville.
John Henry Harris, Conneltsville.
John Pellig, Conneltsville.
Melvin H. Miner, colored, Conneltsville.

Imch Karpis, Everson.
Joseph Franklin Beal, colored, Conneltsville.
Charles Wingrove, Dawson.
Kane David, colored, Conneltsville.
Vincent Talvanno, Dawson.
John Cori, Dawson.
Alfred Andrew Wingrove, Dawson.
Tony Neillie, Conneltsville.
Ugo Grugencel, Conneltsville.
Norman Hickson, colored, Scottsdale.
James Jones, colored, Scottsdale.
Andy Kantor, Dawson.
David Charles, colored, Conneltsville.

James Williams, colored, Conneltsville.
Isaac Buch, Conneltsville.
Samuel W. Curtis, Broad Ford.
Willie Glen, Conneltsville.
Tony Rodio, Conneltsville.
Eugene Gardner, colored, Westerly.
John P. Kennedy, Conneltsville.
Andy Fabian, Fred.
John Smith, Conneltsville.
Steve Szewczewski, Dawson.
McKintley Davis, colored, Dawson.
John Coval, Dawson.
Joseph Cipak, Conneltsville.
Thomas Macugo, Conneltsville.
Oscar Roberts, Conneltsville.
Domestick Blonhovskans, Everson.
Lee Roy Crawford, Conneltsville.
Peter Weimer, Broad Ford.
Punzi Menk, Scottsdale.
Thomas May, Conneltsville.
Joseph Smedt, Conneltsville.
Byron Argis, Conneltsville.
James Scott, Conneltsville.
John Baho, Dawson.
Tony Rudl, Dawson.
George W. Overton, colored, Dawson.

Robert Lewis Wilburn, colored, Canonsville.
Harold Joseph Murphy, Conneltsville.
George Moretto, Conneltsville.
Ben Benikowski, Everson.
Frank Butler, colored, Conneltsville.
James Stevenson, colored, Conneltsville.

Louis Watson, Conneltsville.
William Tyler, colored, Conneltsville.
John Barnes, Conneltsville.
Albert Taylor, colored, Conneltsville.
Harvey Foster Wood, Conneltsville.
Mitra Lukosa, Dawson.
Gust Orinburg.
Patrick L. Cameron, Savannah, Ga.
Wm. L. Dall, Conneltsville.
Irwin Rudy, Conneltsville.
Wm. F. Parsons, Mt. Pleasant.
Antonio Devich, Conneltsville.
Frank McCoy, Conneltsville.
Michael Cicciardo, Conneltsville.
Santo Mazzana, Everson.
John Henry Matthews, Conneltsville.
Augustus Faulkner, colored, J. Davidson.

Thomas Clifford, Conneltsville.
Caesare Concasti, Collier.
James W. Richter, Conneltsville.
Recco Semio, Dawson.
Charles Eggar, Collier.
Charles Gates, colored, Scottsdale.
Paul Lelak, Conneltsville.
John George Handy, Everson.
Richard Williams, colored, Conneltsville.

John Leugrol, Dawson.
James Ogus, Dawson.
Charles Elmer Randall, Conneltsville.
Joe Pona, Dawson.
John Jordan, colored, Casparias.
Mike Slittle, Dawson.
Carl Allen, colored, Conneltsville.
John Garey, Dawson.
Frank Brunchick, Conneltsville.
Francesco Merandino, Ellsmere, W. Va.

Samuel de Filippo, Scottsdale.
John Alzyro, Conneltsville.
Robert T. Podgett, Henrietta, N. C.
Philip Earl O'Bryon.
Gabriele Diagas, Everson.
Milledge Williams, Conneltsville.
Russell Edward Partner, Conneltsville.

Pete Kinsbock, Conneltsville.

Langston Geater, colored, Conneltsville.
John P. Hough, Millsboro, Greene County.

Out of 50 men examined by Local Board No. 5 Saturday 36 were passed for active military service and three were assigned to limited service. Four men were rejected and seven held over for examination in Uniontown.

There is still one more day of examinations by the local board, which will finish up the men in Class I-A. For Monday's examination 100 men have been called. The men examined Saturday and their physical classification follows:

PASSED:
John E. Williams, Dunbar, R. D. 1.
Earl S. Daniels, Ohioyle.
Aloysius Mullin, Conneltsville.
Samuel C. Dowds, Dunbar.
Adrian Little, Ohioyle.
Daniel Steve Parrish, Lisenring No. 1.

John Ediskas, Conneltsville R. D. 1.
Clarence Robinson, Conneltsville R. D. 1.
Albert Nicholson, Normalville, R. D. 1.
Shriver Oster, Confluence.
Roy C. Miller, Indian Head.
Albert Mangas, Conneltsville R. D. 1.
James M. Smitley, Dunbar.
Frederick O. Miller, Markleysburg.
William Hegner, Morrill.
George A. Pritts, Champion.
Edward R. Holt, Ohioyle.
Jacob L. Barelier, Dunbar.
Cicquendia Nafrio, Dunbar.
William A. Piri, Normalville.
Clarence E. Martin, Dunbar.
Chester K. Miller, Indian Head.
Thomas A. McIntyre, Lisenring.
Oscar Nelson, Dunbar.
Blair Hendricks, Dunbar.
Jesse Jordan, Mt. Braddock.
John H. Moody, Dunbar.

Frank L. Breshada, Conneltsville.
John T. Frazier, Conneltsville R. D. 1.
Elmer H. Murray, Lisenring.
Frank A. Hagler, Dunbar R. D. 1.
Homer G. Walters, Hillcooke.
James F. Pringle, Normalville.
Stanley J. Bushada, Trotter.
Russell A. Thomas.

George R. Cramer, Champion.
REJECTED:
Isaac Lint, Dickerson Run.
Mark Allen Kerfoot, Conneltsville.
Henry Kunkle, Indian Head.
W. G. Walker, Somerset.

HELD OVER:
Arnold W. Shaw, Ohioyle.
Frank E. McClain, Dunbar.
Clayton Myers, White.
Frank Glisan, Markleysburg.
Scott Martin, Dunbar.
Paiker A. Rickert, Indian Head.
Albert G. Hiral, Dunbar.

LIMITED SERVICE:
Lindsay E. Frazier, Conneltsville R. D. 15.
William Bewick, Dunbar R. D. 32.
Charles R. Myers, Markleysburg.

OBEEDIENCE MANDATORY

Administrators Will Not Tolerate Evasions of Food Order.

That any rule or regulation issued by any authorized agent of the United States Food Administration is in effect a law of the United States government and if violated is punishable by the penalties provided by the Lever Food and Fuel Bill, is emphasized in a telegram received Saturday by Fayette County Food Administrator Charles L. Davidson from State Director Howard Helmer.

The telegram deals directly with the present 60-50 wheat flour order and serves notice that violation of that order either in spirit or letter will be vigorously prosecuted and that no excuse will be acceptable to the food administration.

IN REAL GOOD HEALTH.

That is Way Former Dickerson Run Boy Describes Condition.

J. C. McGill, correspondent for The Courier at Dawson, has received a letter from John Nicol, better known as "Admiral" to his friends and railroad boys, who is with the United States Navy "over there."

Nicol was car dispatcher at the Pittsburg & Lake Erie yard offices at Dickerson Run prior to enlisting in the Navy. He writes that he is in the best of health and states that "when I say this I mean real good health."

His letter was dated on the sea, January 28.

HUNTING ALIEN PROPERTY.

Nation-Wide Roundup of Those Who Have Failed to Make Report.

Under orders of A. Mitchell Palmer, Alien Property Custodian, federal agents have begun a search of the country from coast to coast to get in alien property still outstanding. Holders who have failed to report may be fined \$10,000 or imprisoned for 10 years, or both.

The law will be impartially enforced against all individuals or corporations who fail to report.

BAILEY IS TRANSFERRED.

West Side Boy Transferred From Flying Section to Balloon Division.

Raymond Baisley, son of Mr. and Mrs. Charles H. Baisley of the West Side, who enlisted as a mechanic in the aviation department of the United States army, has been transferred to the balloon division. He has already his second flight in a balloon and says that he was above the clouds last week.

Baisley is now with the First Crew, Quartermaster's Division, Balloon station, at Pensacola, Fla.

STRUCK BY CAR.

Continental Man at Hospital as Result of Mishap.

John Karmarzars, of Continental No. 3, was struck by an automobile Sunday afternoon, on the Trotter road, suffering fractured ribs and a bad laceration of the face. The car was driven by a man named McLaughlin.

The injured man was removed to the Cottage State hospital, where it was stated today at noon that his condition was not serious.

Dinner for Soldiers.

Mrs. G. W. Gordon was hostess at a 6 o'clock dinner Thursday evening at her home at Scottdale in honor of her brother, Sergeant Paul Williams, and her brother-in-law, Phil Swartz, welder, members of the 110th Regiment, who are home from Camp Hancock.

In the evening young people were invited to the home.

FAYETTE BOYS AT CAMP LEE MAY BE ON THE WAY OVER

Arrival Here of Personal Belongings Indicates Troop Movement.

1,500 ARE SENT EAST

Among Them May Be the Soldiers Who Went Out From Conneltsville a Few Months Ago; New Men Arrive at Camp and Are Assigned.

The receipt within the past few days by the friends in Conneltsville and vicinity of the boys who are at Camp Lee, of trunks, suit cases and other packages containing their personal belongings, is taken as an indication that the time for the departure of the 319th Infantry, National Army, for overseas service is approaching.

Whatever preparations are being made may indicate merely the movement of the regiment to another base, preparatory to sailing, but even if the members have any information respecting such a movement, or departure for overseas, they are not permitted to reveal it, hence nothing is definitely known.

According to dispatches more than 1,500 men from Camp Lee have been sent to an eastern concentration camp for transportation overseas. There may be Conneltsville and Fayette county men among them.

The transfer was carried out so quietly that the men were gone before the fact was known to many other soldiers. It was known some time ago that the units were to leave but the selectives themselves did not know the time.

The men who left Fayette county early in the week are being assigned to units. They were received with open arms by this regiment, which is doing everything it can to make it pleasant for the rookies.

The newcomers were homesick and dejected, but being placed among their friends cheered them up. Some of the Pennsylvania new men will be assigned to the Virginia regiments to fill them up, as they are far below their maximum strength.

The men assigned to the 319th Infantry regiment were placed in Companies E, F and G. No one was lost in putting them to work. A non-commissioned officer, assigned to each squad of eight men, began drilling them. The work was supervised by commissioned officers. At the end of the day the recruits had shown aptness in drilling and it will not require much time to develop them.

HAS FIRST CHICKS

Former Local Girl at Edenboro Bo-Hoves Here as Ahead.

Miss Ella Skiff of Villa Marcella, Edenboro formerly of Conneltsville, writes The Courier of the wonderful record made by Miss Lydia Herwick, who resides with Miss Skiff and her sister, Mrs. M. B. Shope, in raising chicks. Miss Herwick believes she has broken records for early hatches.

"This morning, 'Polly,' an ambitious old hen, who was in league with Miss Herwick to attain this distinction, presented her with a dozen bushy Rhode Island Red chicks. Besides being a strict observer of 'wheatless, meatless and eggless' days, as recommended by Hoover, Miss Herwick is determined to do her bit in the poultry line. Valentine chicks ought to lay a dollar a dozen eggs next winter," the letter says.

Miss Herwick formerly resided in Conneltsville and has a wide circle of friends here.

WANTS TO RAISE HOGS

Cummings Avenue Man First to Ask That Plans Be Approved.

One request has been sent in to Health Officer George Huetzel to have him go to Cummings avenue and pass on conditions for a hog pen there. Although the hog ordinance does not go into effect until Thursday, the Cummings avenue resident wanted to get a start on his pen provided the permission of the Board of Health can be secured.

No other persons have asked that their property be looked over and passed on as suitable for the raising of the porkers.

HAVE HIGH NUMBERS.

Identification Tags of Last Draftees Range Above 1,500,000.

The draftees who were sent to Camp Lee this week, including the contingents from Fayette and Westmoreland counties, have been given their serial numbers which will be used on their identification tags.

The numbers of the men from Westmoreland Pennsylvania will range from 1,233,131 to 1,239,500. The number assigned to the soldiers will be stamped plainly upon the identification tags.

MORE BOYS ARRIVE.

At European Ports, Letter Received Today Says.

John Foley is safe in France, according to a letter received today by Mrs. A. Cline of East Crawford avenue from her son, Frank. This was the first word from Foley since his transport sailed.

Cuneo, Foley and Joe Sperry traveled on the same ship.

Dinner for Soldiers.

Mrs. G. W. Gordon was hostess at a 6 o'clock dinner Thursday evening at her home at Scottdale in honor of her brother, Sergeant Paul Williams, and her brother-in-law, Phil Swartz, welder, members of the 110th Regiment, who are home from Camp Hancock.

In the evening young people were invited to the home.

FOOD CONSERVATION CAMPAIGN STARTED IN CHURCHES YESTERDAY

Urgency of Food Saving Pressed Upon People; Food Pledge Cards Distributed for Signature.

The food conservation campaign was started in the churches and Sunday School Sunday according to the program of the Food Administration. Announcements were made from all pulpits and in the Sunday schools calling attention to the urgency of food saving as a means of averting a shortage as well as the more supremely important matter of winning the war. Food pledge cards were distributed in most of the Protestant churches and in the Sunday schools of others.

The proclamation of State Administrator Heinz was not received by all pastors in time to be read at the services.

Pastors of the Catholic churches had received a pastoral letter from Bishop Conneltsville in directing them to urge the people to cooperate to the fullest extent in carrying out the wishes of the government and the directors of the Food Administration. Food pledge cards were distributed at the churches.

During the week food conservation will be the subject of the talks by the Four-Minute Men.

NO VANDALISM

At High School, As Had Been Alleged, School Board Finds.

The new high school building has not been subjected to damage by vandals in the student body. An inspection of the building Monday by members of the school board revealed that the so-called damage is none at all other than the ordinary wear and tear and very much less than the ordinary as it was in years gone by.

It is confined to a small crack in the marble partition club in the boys' toilet room resulting from the door being allowed to slam when a check on the door was loose and the breaking of threads on a post of the orchestra pit in the auditorium. The latter was probably not done by a student. An examination shows a defect in the post and it will be replaced by the contractor.

The matter was presented to the board this morning by Principal Bela B. Smith who asked that the members personally inspect the building. Several of them did so and were convinced that the reports were erroneous. Seats in the building have not been damaged.

The reports all seem to have arisen from erroneous interpretation of remarks made by Principal Bela B. Smith at one of the weekly talks on Friday on phases of school life. As a matter of fact the point on which Mr. Smith dwelt most that morning was the use of chewing gum. He suggested that instead of chewing gum and throwing it on the floor or sticking it on seats the students bring the money they thus wasted to school and purchase thrift stamps.

SANITARIUM

At Markleton Taken Over by Government for Care of Wounded.

The Markleton sanitarium at Markleton, the only institution of the kind in this section of the state, has been taken over by the government for the care of the sick and wounded soldiers returning from France. This was made known last night following the arrival of a government official at the sanitarium yesterday afternoon.

The patients, about 50 in number, were notified to prepare to leave the sanitarium by Wednesday of this week.

Arthur P. Freed of Ninth street, Greenwood, who went to the sanitarium Sunday morning to spend the day with his wife, who has been a patient there for the past 15 weeks, brought her home last evening. Mrs. Freed is getting along nicely and had expected to return home next Sunday. J. A. Lyon of East Crawford avenue, is among the patients at the sanitarium.

Markleton has been the resort of hundreds of Western Pennsylvanians among them many from Conneltsville, in the years since it was opened. It is a delightful resort.

DRY NATION IN YEAR

That is Prediction Made at Mass Meeting Here Sunday.

A year from this time the United States will be a dry nation declared Dr. Clarence True Wilson of Washington Sunday in an address at a mass meeting in the Methodist Episcopal church. He declared also that it is not improbable that Pennsylvania will ratify the prohibition amendment.

Dr. Wilson addressed the Men's Bible class of the Methodist church in the morning and spoke at the morning church service.

DAUGHTER IS BORN.

Captain and Mrs. Robert S. Morton Happy Over Their First.

Captain and Mrs. Robert S. Morton are receiving congratulations upon the birth of a seven-pound daughter Sunday morning at the home of Mrs. Morton's mother, Mr. Adeline Anderson in East Crawford avenue.

The new arrival is the first child in the family.

Before her marriage Mrs. Morton was Miss Elizabeth Anderson. Captain Morton who was honorably discharged as commander of Company D, 110th Regiment, on account of ill health is now at Cambridge Springs.

BRIDGE PIERS WRECKED.

Demolishes Abandoned Structures in River East of Town.

The ice which went out of the Young river during the past week completely destroyed the piers of the old bridge that once crossed the river above the power house.

One of the piers was completely demolished and the other was badly wrecked.

Days Davistown Property.

S. C. Kalp of Davistown, Saltlick township, has purchased from Russell Christner two acres of land at that place, the

FIFTEEN WESTERN FREIGHT CARS PILE UP AT OHIOPILE AND ARE BURNED

Disastrous Wreck Occurs Today
Just East of the Passenger Station.

ONE MAN IS INJURED

Teamster Is Caught Between Wreckage and Pile of Timber and Suffers Broken Legs; Tank Cars of Acid Are Punctured and Acid Is Wasted.

One man, a teamster, was seriously injured, and 15 freight cars were destroyed by fire as the result of a wreck of a westbound freight train Friday morning on the Western Maryland railroad at Ohiopile. Three other cars were damaged.

WILLIAM WALSH, 42 years old, of Stewart township, both legs broken. Attention by Ohiopile physician.

The demolition of a tool house in which there was a stove is said to have been responsible for the fire. Aboard the cars is said to have been a quantity of gasoline which added to the flames. Loud explosions were attributed to dynamite. Two tank cars containing acid were punctured and the acid flowed out, some of it into the river, the remainder spreading on the ground.

The cause of the wreck was said to be unknown. The train was proceeding westward at a fair rate of speed when a car left the track near the passenger station. The rush of the train piled the wreckage 25 to 30 feet high. Almost immediately it ignited and was soon beyond the hope of control. The volunteer bucket brigade that quickly formed.

Three cars on a siding, one loaded with coal, another with lumber were destroyed, together with those involved in the wreck. A car load of feed was saved.

For a time alarm was felt for a pile of 25,000 pit props stacked along the siding but they were little damaged. A bucket brigade composed of first of women only, saved Wolf's planing mill, a lively stable and other buildings.

When the injured man was engaged in unloading lumber from a wagon and was caught between the wreckage and the pile of timber. Robert C. Holt, inspector for the H. C. Frick Coke company, who was inspecting the timber as it was placed, escaped unhurt.

The tool house, signal box and the block signal system at the point were wrecked. George Smith, the signal foreman, escaped by running.

Between 75 and 100 men and women were at work carrying water to save nearby buildings and the stock of timber on the siding.

The accident happened about 5:45 o'clock.

YANKS HAVE GOOD TIME

You Can't Keep Them Down, Everson Boy Writes From France.

"The Yanks are having a good time wherever they go," says Peter Arthur Stachowiak, a former Everson boy now in France, in a brief letter to The Courier. "Nothing can scare them," he continued. "They are everlastingly singing: Where Do We Go From Here, Boys? We are having a lot of hard things to put up with over here but we take it as a joke."

"I am expecting to meet some of the boys from Connelville and Scotland soon. I haven't seen any yet. We are kept very busy so that I haven't time to write much. I wish I could send this from dear old Everson instead of France. Give my regards to the boys of Fayette and Westmoreland counties."

Stachowiak is a member of Battery F, Eighth regiment, with General Pershing's forces.

EXCEED ALLIOTMENT

Boy Scouts Pass \$15 Mark in Men and Money Campaign.

The Boy Scout campaign for men and money throughout the United States will end tonight, at the close of the week of the eighth anniversary of the Boy Scout movement in the United States. The local scouts have been assured of the success of the drive here in both divisions of the drive. More than the \$75 quota of this city has been subscribed to, and all the money over that amount goes to the local treasury. The scouts wish to thank their friends who have helped in the campaign, and promise to continue their work in the city.

The boys have secured several men who have promised to take up scout work and study to act as scoutmasters. Since Ralph F. Slinger left with the draftees Tuesday night, another scoutmaster or two could also be used in the city.

DUNBAR PASTOR RESIGNS

Rev. J. W. Wilson Leaving the Presbyterian Congregation.

Rev. J. W. Wilson, pastor of the First Presbyterian church at Dunbar, has tendered his resignation to take effect Sunday, at which time it will be formally accepted by the church officials. Rev. Wilson has been pastor of the church for the past five years, coming to Dunbar from Ohio. Previous to his appointment the church was without a pastor for several years.

Efforts will be made to secure a new pastor. Rev. Wilson will probably remain at Dunbar until he is called to a new charge.

Have You Coal Land for Sale?

If so, advertise it in The Weekly Courier.

MARYLAND FIFTEEN DRAFTEES OF LOCAL BOARD 5 PASS TESTS IN UNIONTOWN

Men Are Qualified for Service in Army; Three Held for Limited Service.

ONE MAN IS INJURED

Twenty of the registrants held over for examinations in Uniontown after undergoing the preliminary examination here were given their physical tests last Sunday. The examinations took place at the Uniontown hospital and out of the 20, 15 were passed for actual army service.

They were those called for examinations here and who had some slight defect or injury. Physicians of the local board could not place them in the class to be accepted for service and the medical advisory board gave the final decisions Sunday. Only two men were disqualified. The two held over for limited service will act as clerks or in some other non-combatant position.

The physical classification of the men examined follows: John Henry Greas, Dunbar, disqualified; Ray L. Bittner, Connelville, qualified; Gastano Menillo, Adelphi, qualified; Albert Williams, Mill Run, qualified; Hunter Robinson, Connelville, qualified; Frederick C. Massey, Ohiopile, qualified; Marshall Snyder, White, qualified; Bert Stewart, Means, Vandebilt, qualified; Joseph Moore, Connelville, qualified; James Albert Rankin, Dunbar, qualified; Herbert Randolph Baker, Dunbar, qualified; John D. Leighty, Dunbar, R. D. 32, qualified; George Lagovsky, Leisensring, qualified; Bernard Rayman Shipley, Sewartown, qualified; John William Marker, Rodney, limited service; Walter Heger, Connelville, disqualified; John Pinkney, Dunbar, R. D. 1, limited service; Pasquale Scamuzza, Clarksville, limited service; Martin V. McIntyre, Leisensring No. 1, qualified; George Calvin Stewart, Ohiopile, qualified.

IMPERILED BY GORGE

B. & O. Officials Have a Run for Safety When Ice Breaks.

M. H. Broughton, superintendent of the Connelville division of the Baltimore & Ohio railroad and Supervisor Metzgar of the same division had a thrilling experience near Bidwell early Wednesday morning when the ice gorge there moved out. The gorge was compelled to race up the side of the mountain to escape the ice rush.

The two officials had gone to Bidwell to look over the situation. Superintendent Broughton was standing along the tracks but Supervisor Metzgar was nearer the river. Suddenly the ice gave a warning crack followed by the pack began to move out. Supervisor Metzgar had to do some lively stepping to climb out of the pathway of the gorge.

The ice piled up 15 feet or higher as it went out. The men say they never heard such cracking, which resounded from both sides of the mountains. The ice heaved and swelled, the great pressure from behind pushing the front cakes which were held back by the gorge, up into the air.

MUST CUT ICE

That is Only Means of Preventing Shortage Next Summer.

Storage of natural ice in buildings now used for winter storage is being advocated as a means of preventing a serious shortage of that product next summer, owing to the demand for ammonia for war purposes. Unless the natural supply is harvested and stored the shortage is likely to be at least 50 per cent.

About Connelville, in the mountain sections, the usual supply has been cut but that is for home use only and there will be none for sale. Unless some means can be made for putting away large quantities of natural ice during the remainder of the winter the situation next summer will be a new one in the history of the artificial industry.

CAR SUPPLY GOOD

Baltimore & Ohio Railroad Has 40 Percent of Coal Cars on Hand.

The car supply of the Baltimore & Ohio railroad for this week is better than it has been for many days, 40 percent of coal cars and about 60 per cent of coke cars being on hand today. During the past month the supply has been as low as six percent, and several times it was at seven and eight percent.

With the warmer weather it was possible to haul almost twice as much freight and the non-essential embargoes also helped to better the car supply. There does not seem to be any doubt but that the supply will continue good for a time.

SECOND DRAFT

Will Come to War or June, is State in Congress.

"During the discussion of the so-called sickler bill in the House yesterday Representative Dent, chairman of the committee on military affairs, stated that the second draft would not come for some time, hence there was no need for quick action on the sickler bill."

Representative Flood, of the Foreign affairs committee, said that there would be no second draft before May or June.

Woodmaney-Burnworth. Miss Eva Woodmaney and Clyde Burnworth, of Ohiopile, were married in Cumberland yesterday.

SCOTSDALE WOMAN CAUSES ARREST OF 2 BOMB-PLOTTERS

Her Courage and Quick-Wittedness Unmasks Fellow Passengers

MASQUERADING AS WOMEN

Occupant of the Same Pullman State Room She Watches Them Make Their Morning Toilet; Reports Them to Conductor; Sees Capture.

A young lady of Scottdale by her presence of mind, courage and patriotism has been instrumental in bringing about the arrest of two German bomb plotters and spies.

Having occasion, a few days ago, to go to Chicago this young lady became a passenger on a sleeping car. Not having time to make berth reservation in advance she took chances of securing one when boarding the train. There she was advised by the Pullman conductor that the only available berth on the train was the upper berth in the stateroom, already occupied by two ladies. The young lady took this berth, retired and rested undisturbed until awakened early the next morning by a person moving about in the state room. Supposing that her fellow passengers were to debark from the train at the next stop, she cautiously, and with a woman's natural curiosity, peeped out between the curtains.

Considerably surprised, and not a little shocked, she saw a man, partially dressed, standing before the mirror shaving. She quietly closed the aperture between the curtains and pretended to be asleep. Presently she heard the movements of a second person and venturing another peep, she saw another man making his morning toilet. Again she resumed pretended sleep and lay quietly in her berth until she heard the door of the stateroom open as the passengers stepped out into the car. A third peep through the curtains revealed to her gaze the two male occupants as having been transformed into two rather robust, stout women, neatly and moderately dressed.

She lost little time in making her own toilet and hunting up the train conductor, to whom she related what she had seen, pointing out in the forward part of the car the two "ladies" who had occupied the lower berth of the stateroom during the night. The conductor seized a telegraph blank, wrote a brief message, which was left at the first telegraph office reached along the line. Later the train pulled into a station, scheduled as one of the stops. Almost at the instant it came to a stop two officers entered the Pullman occupied by the Scottdale young lady and passing quickly to the seats occupied by the two "ladies," addressed a few words to them, at the same time snatching a pair of "nipers" on their wrists.

One officer standing guard the other with the conductor entered the stateroom and took charge of the suit cases the passengers had carried aboard the train. An examination of them showed that they were filled with bombs and all sorts of devices for producing an explosion, together with a supply of those articles ladies regard as essential when traveling.

The officers and the conductor complimented the Scottdale young lady upon the quick-wittedness and courage she had displayed under rather trying circumstances, and which had resulted in the unmasking of two dangerous bomb plotters. They then marched the female impersonators off the car, and presumably to jail.

INCREASED PAY

For Rural Mail Carriers and Postmasters at Small Offices Is Urged.

WASHINGTON, Feb. 15.—Fourth Assistant Postmaster General Blake has urged the Senate Postoffice Committee to take into consideration time, mileage and amount of mail handled in arriving at a basis of pay for rural mail carriers. This is taken as indicating an approval of increase in pay for this class of service. The present system is based on mileage only.

The same committee has been asked to increase the pay of postmasters at small offices, making the minimum at fourth-class offices \$300 instead of \$200 and \$500 at third-class offices instead of \$100, together with percentage increases on the amount of business done.

BOYS ARE HELD

Three Go To Uniontown; One Is Discharged by Alderman.

Jerry Bernardo, Harry Miller and David Way, all of the West Side, were committed to jail by Alderman Fred Munk after a hearing on a charge of malicious mischief preferred by Carl Barge of West Peach street. The boys were arrested for shooting out windows in Barge's greenhouse with slingshots and also for breaking street lights of the West Penn Power company.

The youngsters, none of whom is over 16 years of age, were arrested by City Detective J. W. Mitchell. Edgar McElsters, who was also, arrested on the same charge was discharged by the alderman, no evidence being found against him.

Somerset Naval Officer Killed. Lieutenant Robert O. Baush, aged 32 years, of Somerset, died Portsmouth, Va., as the result of injuries received in an explosion in the Portsmouth navy yard. Lieutenant Baush was a graduate from Annapolis in the class of 1905. His mother, two sisters and one brother survive.

Advertise in The Weekly Courier.

TRIAL LIST FOR MARCH TERM, 1918.

FIRST WEEK—MONDAY, MARCH 4, 1918.			
1	32 Dec. 1917—Leonard & Younk	The Alconio Mfg. Co.	Fred Overman
2	547 Sept. 1914—Kennedy, McClosky, Michael, Iekawa	Perry Transportation Co.	Byrne & Byrne
3	655 Mar. 1915—Haines, Smith	George W. Weaver	T. H. Palmer, L. de War
4	662 Mar. 1915—Brownfield, Goldstein, J. McFadden et al.	Andrew P. Laughery	R. W. & J. L. McK. & W.
5	2941 Dec. 1917—Joseph A. Joseph	James E. Turner	James E. Turner
6	81 June 1915—Johnson & Russ, C. A. (Sullivan)	James E. Turner	James E. Turner
7	125 June 1915—Jones	Alfred E. Jones	News Publishing Co.
8	3002 Dec. 1915—Geo. L. Dawson	Geo. Yonick et al.	First Natl. Bk. Uniontown & S. H. & M.
9	3073 Dec. 1915—Geo. L. Dawson	Jan. Pabin No. 1 et al.	First Natl. Bk. Uniontown & S. H. & M.
10	855 Sept. 1915—Duggan	Max Leshchinsky et al.	First Natl. Bk. Uniontown & S. H. & M.
11	326 June 1915—Duggan	Joe Kish et al.	First Natl. Bk. Uniontown & S. H. & M.
12	337 June 1915—Duggan	Jackie Curilla	First Natl. Bk. Uniontown & S. H. & M.
13	353 June 1915—Duggan	John Robertovich	First Natl. Bk. Uniontown & S. H. & M.
14	354 June 1915—Duggan	Symon Sosinski	First Natl. Bk. Uniontown & S. H. & M.
15	357 June 1915—Duggan	Domnick Wozak	First Natl. Bk. Uniontown & S. H. & M.
16	358 June 1915—Duggan	George Shovran	First Natl. Bk. Uniontown & S. H. & M.
17	440 June 1915—Joas J. Baer	Suff. Mink	First Natl. Bk. Uniontown & S. H. & M.
18	422 June 1915—Joas J. Baer	John Flotar et al.	First Natl. Bk. Uniontown & S. H. & M.
19	363 June 1915—Duggan	Max Leshchinsky et al.	First Natl. Bk. Uniontown & S. H. & M.
20	265 Dec. 1915—Patterson, G. & B.	Upson Hardin et al.	Elizabeth McCann et al. & Co.
21	50 Sept. 1915—Duggan	Peter Slomski	First Natl. Bk. Uniontown & S. H. & M.
22	61 Sept. 1915—Duggan	Henry Cappellini	First Natl. Bk. Uniontown & S. H. & M.
23	52 Sept. 1915—Duggan	Henry Cappellini	First Natl. Bk. Uniontown & S. H. & M.
24	123 Sept. 1915—Patterson	William H. Basson	James C. Gray
25	327 June 1915—Leonard	Ludwig Hommel & Co.	Peter Trojan
26	327 June 1915—Patterson	John T. DeBarkdale	Bruce Humphreys
27	346 June 1915—Duggan	Anthony Kallwitz	John S. Stone
28	346 June 1915—Duggan	John S. Stone	John S. Stone
29	293 Sept. 1915—Duggan	Mary Karmela	John Karmela
30	348 June 1915—Brownfield & McFadden	John Karmela	John Karmela
31	320 Sept. 1915—Playford & Phillips	Gueppe Marino	First Natl. Bk. Uniontown & S. H. & M.
32	325 Sept. 1915—A. E. Jones	Birmer Berdan	First Natl. Bk. Uniontown & S. H. & M.
33	310 Sept. 1915—C. & Shely	John D. & E. C. & E. C.	First Natl. Bk. Uniontown & S. H. & M.
34	323 Sept. 1915—Jones, Henderson	William J. Walters	City of Uniontown
35	665 Sept. 1915—Leonard & Younk	Rockersburg Brass Co.	Oscar Williams et al.

SECOND WEEK—MONDAY, MARCH 25, 1918.			
1	63 June 1915—Joas J. Baer	Joas J. Baer	City of Uniontown
2	94 June 1915—Joas J. Baer	S. M. Williams	City of Uniontown
3	76 June 1915—Joas J. Baer	City of Uniontown	City of Uniontown
4	101 Sept. 1915—Duggan	John M. Schaffer	John M. Schaffer
5	1 Dec. 1915—Goldstein	Joseph Byrna	John Fabiszewski
6	533 Sept. 1915—McD & C. Ray	Jennie G. Skinner	John Fabiszewski
7	206 Sept. 1915—Alonso	A. E. Vannatta	J. L. Schick
8	346 Sept. 1915—Duggan	John M. Schaffer	John M. Schaffer
9	387 Sept. 1915—Goldstein	Zadok Bros.	The E. Dunn Store
10	174 Dec. 1915—Leonard & Younk	Sally Brown Game	Charles C. Gans
11	85 Dec. 1915—Leonard & Younk	Osper Schmidt, Inc.	A. S. Pollak
12	105 Dec. 1915—Duggan	Ludwig Julius Coal & Coke Co.	First Natl. Bk. Uniontown & S. H. & M.
13	330 Dec. 1915—Duggan	John M. Schaffer	John M. Schaffer
14	313 Dec. 1915—Brownfield, G. McD	Theodore Baroni	Samuel Andolera
15	231 Sept. 1915—Duggan	John M. Schaffer	John M. Schaffer
16	14 Dec. 1915—McDonald & Gray	Reid Froese	First Natl. Bk. Uniontown & S. H. & M.
17	333 Sept. 1915—Duggan	Consolidated Cattle & Horse Co.	Dr. Samuel C. Dwyer
18	333 Sept. 1915—Duggan	Consolidated Cattle & Horse Co.	Dr. Samuel C. Dwyer
19	41 Sept. 1915—D. G. & McD	George B. Roberts	Cyrus Edward
20	404 Sept. 1915—Jones, Brownfield	Clarence C. Livengood	Alexander S. Livengood
21	447 Dec. 1915—Goldstein	John C. Forsythe et al.	W. Fred Brown
22	333 Sept. 1915—Duggan	John C. Forsythe et al.	W. Fred Brown
23	186 Sept. 1915—Bane	J. P. Black & Co.	P. Dale Field et al.
24	194 Sept. 1915—Patterson	Edna Grubbs	Andrew Molenok
25	487 June 1915—D. G. & McD	H. D. Oliphant	James W. McKintire
26	353 Sept. 1915—Henderson	John L. Hutchinson	Thomas B. Crawford
27	346 Sept. 1915—Duggan	John M. Schaffer	John M. Schaffer
28	349 Sept. 1915—S. H. & M.	John H. Strawn, Receiver, et al.	D. D. Johnson
29	350 Sept. 1915—S. H. & M.	John H. Strawn, Receiver, et al.	Len Smith
30	352 Sept. 1915—S. H. & M.	John H. Strawn, Receiver, et al.	Len Smith
31	353 Sept. 1915—S. H. & M.	John H. Strawn, Receiver, et al.	Len Smith
32	354 Sept. 1915—S. H. & M.	John H. Strawn, Receiver, et al.	Len Smith
33	355 Sept. 1915—S. H. & M.	John H. Strawn, Receiver, et al.	Len Smith
34	356 Sept. 1915—S. H. & M.	John H. Strawn, Receiver, et al.	Len Smith
35	357 Sept. 1915—S. H. & M.	John H. Strawn, Receiver, et al.	Len Smith

THIRD WEEK—MONDAY, APRIL 1, 1918.			
1	17 June 1915—Hudson-Phillips	County of Fayette	James H. Hoover
2	394 Dec. 1915—Patterson	Stanley Pawlowski	Polish National Alliance
3	395 Mar. 1915—Henderson	Lena Jacobs	Home Insurance Co.
4	427 Sept. 1915—Henderson	Uniontown Sanitary Pro. Mkt.	Capuzzi Bros.
5	513 June 1915—Duggan	Edwin Harvey	American Manganese Mfg. Co.
6	321 Dec. 1915—Joas J. Baer	Alice Wright	N. E. Murphy
7	347 Dec. 1915—Duggan	John M. Schaffer	John M. Schaffer
8	258 Dec. 1915—Jeffries	Thomas Keefe	National Pike Auto Co.
9	3100 Dec. 1915—Playford & Phillips	Panama Pacific Ad. Co.	J. D. Simpson, Jr.
10	3101 Dec. 1915—Playford & Phillips	Panama Pacific Ad. Co.	J. D. Simpson, Jr.
11	3102 Dec. 1915—Playford & Phillips	Panama Pacific Ad. Co.	J. D. Simpson, Jr.
12	3103 Dec. 1915—Playford & Phillips	Panama Pacific Ad. Co.	J. D. Simpson, Jr.
13	3104 Dec. 1915—Playford & Phillips	Panama Pacific Ad. Co.	J. D. Simpson, Jr.
14	3105 Dec. 1915—Playford & Phillips	Panama Pacific Ad. Co.	J. D. Simpson, Jr.
15	3106 Dec. 1915—Playford & Phillips	Panama Pacific Ad. Co.	J. D. Simpson, Jr.
16	3107 Dec. 1915—Playford & Phillips	Panama Pacific Ad. Co.	J. D. Simpson, Jr.
17	3108 Dec. 1915—Playford & Phillips	Panama Pacific Ad. Co.	J. D. Simpson, Jr.
18	3109 Dec. 1915—Playford & Phillips	Panama Pacific Ad. Co.	J. D. Simpson, Jr.
19	3110 Dec. 1915—Playford & Phillips	Panama Pacific Ad. Co.	J. D. Simpson, Jr.
20	3111 Dec. 1915—Playford & Phillips	Panama Pacific Ad. Co.	J. D. Simpson, Jr.
21	3112 Dec. 1915—Playford & Phillips	Panama Pacific Ad. Co.	J. D. Simpson, Jr.
22	3113 Dec. 1915—Playford & Phillips	Panama Pacific Ad. Co.	J. D. Simpson, Jr.
23	3114 Dec. 1915—Playford & Phillips	Panama Pacific Ad. Co.	J. D. Simpson, Jr.
24	3115 Dec. 1915—Playford & Phillips	Panama Pacific Ad. Co.	J. D. Simpson, Jr.
25	3116 Dec. 1915—Playford & Phillips	Panama Pacific Ad. Co.	J. D. Simpson, Jr.
26	3117 Dec. 1915—Playford & Phillips	Panama Pacific Ad. Co.	J. D. Simpson, Jr.
27	3118 Dec. 1915—Playford & Phillips	Panama Pacific Ad. Co.	J. D. Simpson, Jr.
28	3119 Dec. 1915—Playford & Phillips	Panama Pacific Ad. Co.	J. D. Simpson, Jr.
29	3120 Dec. 1915—Playford & Phillips	Panama Pacific Ad. Co.	J. D. Simpson, Jr.
30	3121 Dec. 1915—Playford & Phillips	Panama Pacific Ad. Co.	J. D. Simpson, Jr.

(Continued on Seventh Page.)

FAYETTE COUNTY BOYS IN BEST DRILLED REGIMENT IN ALL THE UNITED STATES

The 319th Infantry, Camp Lee made up of draftees from Fayette county, is the best drilled regiment in the United States, not excepting regulars, according to a statement made privately by Major E. W. Day, of the base hospital at Camp Lee, while here recently to address the draft boards of the county at a conference in Uniontown. In an inspection the regiment showed itself superior in drill, equipment, physical make-up and in psychological test.

MAPLE SUGAR SEASON

Has Opened Up With Greater Activity Than Usual in Valley.

The maple sugar season opened this week and activity in the camps in the Indian Creek valley and in Somerset county is reported to be far above that of the average year. According to information from Indian Head every man who has a camp, large or small, has opened or

BREAK IN CITY WATER MAIN IS FINALLY LOCATED IN YOUGHIOGHENY RIVER

Fire Hose Stretched Across the
Bridge. Partially Believed
West Side.

REPAIR BREAK BY NIGHT

Plan to Lay Emergency Line is Found
to Be Unnecessary When Yough Re-
cesses; Interruption of Service is
Charged to Ice in Stream Going Out.

The high water and heavy cakes of ice floating down the Yough river Wednesday morning was the cause of the city water supply being cut off throughout yesterday. An "L" in the water main where it connects with the river at the Yough bridge was knocked off and was not discovered until 9 o'clock Wednesday. Up to that time the water supply was almost at its minimum but the east side of the river received its normal pressure when the main was closed before it reached the river.

West Side residents beyond Fourth street were still without water. The water in the river had receded so that the broken "L" could be taken off and replaced. A large force of men worked steadily throughout the afternoon to finish the job as quickly as possible.

Thursday a. m. about 2 o'clock a fire hose was attached to the water plug at the corner of West Crawford avenue and Arch street, and connected with the first street plug on the West Side. In this way the service lines as far as Fourth street were filled and residents of that part of the West Side were supplied.

It had been the plan of Superintendent A. E. Halstead to lay an emergency line under the Baltimore and Ohio railroad tracks, connecting it with the main over the Yough bridge in order to give an immediate supply of water to West Side consumers, but before the temporary line was laid, it was seen that the "L" on the broken main could be replaced.

When a test of the West Side main was made Wednesday morning no difference in the pressure was indicated at the company office, causing officials searching for the break to think it to be on the east side of the river. In the afternoon the entire main from the pumping station through Arch street to the bridge was tested, the leak finally being located about 9 o'clock. Superintendent Halstead has worked steadily ever since 5 o'clock yesterday morning in locating and repairing the break.

There was no break in South Arch street as was reported Wednesday. Tests were made all along the main and persons seeing the water company men at work thought they were repairing a leak. It was not until a second test of the main going to the West Side was made that the break was located.

The normal pressure of water in between 85 and 90 pounds. While the water was running through the leak yesterday it dropped to 25 pounds. By watching the pressure indicator when the water was turned off in various parts of the main the water company was able to locate the leak.

TITLOW IS AGENT

Of Food Administration to Keep Tab
on Hotels and Restaurants.

George F. Titlow, of Uniontown, who was initiated into the mysteries of the hotel business as clerk at the Yough house, Connelville, 32 years ago, has been appointed agent of the county food administration to look after the enforcement of the food conservation rules in the hotels and restaurants of the county.

It will be Mr. Titlow's duty to see that the bread ration of two ounces to a guest and a limited amount of sugar and one portion of butter is not exceeded; that the wheatless and meatless days are strictly observed. Hotels and restaurants will not be permitted to display the food administration insignia unless the proprietors have signed the food pledge.

Mr. Titlow reports that so far no violations of the regulations have occurred. He will make tours of the county at intervals and take prompt steps to secure a strict observance.

JAPAN TO GROW WOOL

Government Planning to Make Island
Empire Self-Sustaining.

The Japanese authorities are reported to have been making arrangements with the ultimate object of enabling this country to be self-sustaining in wool production. Estimates for the next financial year by the department of agriculture and commerce, it states, provide for an expenditure of 302,658 yen (\$150,875) as a fund for the encouragement of sheep rearing. This would be expended yearly.

It is stated that the authorities intend to raise 1,000,000 head during the next 20 years. Breeds will be imported by the government, chiefly from Australia or Great Britain, and will be sold or distributed free of charge among sheep farmers.

TWO RAINBOWS SEEN.

Unusual Sight for February is Pre-
sented Here.

Two rainbows on one February afternoon was the unusual sight witnessed Tuesday.

One appeared early in the afternoon, the other about 5 o'clock following the wind and rain storm. It was a beautiful sight, the immense bow stretching clear across the eastern sky.

Advertise your coal land in The Weekly Courier.

RUSH IN FAYETTE OF SHIPBUILDERS FOR ENROLLMENT

Men Reported to Be Particu-
larly Anxious to Get Into
Service.

NOT WANTED AT ONCE

Public Service Reserve Organization
Simply Lists Them And They May
Remain at Regular Employment
Until Government Calls Them.

The supply of shipbuilders ought to equal the demand, judging from the interest shown in prospective jobs in the big yards, according to George S. Connell, director for Fayette county of the United States Public Service Reserve. There has been quite a rush upon the various enrollment offices throughout the county, applicants being particularly anxious to get on the job building ships as quickly as possible.

It is unfortunate, in some respects Mr. Connell, stated, that the men are not wanted immediately.

"We have received instructions to enroll all the skilled mechanics we can," he said, "but they are not to be called at the present time. It would be undesirable for prospective shipbuilders to go to any of the yards in person as men are being turned away now. There will be a real demand for shipbuilders within the next few weeks, but the government is not calling them into service until they are needed."

"Some men, fired with enthusiasm as a result of hearing appeals of the Four Minute Men, or reading about the demand for mechanics about the shipyards, have thrown up their jobs and applied for immediate employment. This cannot be given them."

"The Public Service Reserve, which is recruiting the shipbuilders of the country, is just what its name indicates—a reserve. Names of applicants are placed on file. For the present the records are being kept in the county. Ultimately they will be forwarded to the state headquarters in Philadelphia. When the men are needed, a call will be issued. At the present time the Public Service Reserve has not been advised how many men will be needed, or how they are expected to take jobs in the shipyards. Neither has the committee any information as to wages."

"Mechanics who want to serve their country building ships—and no work will have a greater weight in winning the war—they should enroll at the nearest office. When they are needed they will be called. This service is entirely voluntary. Enrollment implies no obligation. The man decides upon accepting the job only when it is offered him. At that time he will be advised as to the wages he will receive."

"Men within the draft age may register, but there is no assurance that they will gain exemption from military service because they want to work in the shipyards. It is further stated that as few men as possible will be taken out of important industries, contracts, or performing other duties necessary to the prosecution of the war, will be considered before any of their men are offered employment by the government."

The following enrollment offices have been opened in the county: Uniontown, H. G. Sturges, The Herald office. Brownsville, Henry B. Reiley, The Telegraph office. Smithfield, H. O'Neill. Perryopolis, Howard Adams, First National Bank.

WAR DID NOT END

On Date Scheduled But Error Was
Made in Calculation, It is
Believed.

Thursday was day set by students of the prophesies for the war to end. While murmurs of discontent in the Central Empires have been growing more in volume and the dove of peace is believed to be fluttering nearer and nearer the end has not yet been reached. Some Connelville persons there are who have openly expressed confidence that February 14 would mark the climax.

Comes now David Wentling of Greensburg who sees the finish for William Hohenzollern in March. He has computed the time to 1335, after the beginning of the world struggle. The local seers estimated the period of 42 months. They admit there may be some errors in the calculation, but they are still confident that it is substantially correct. Mr. Wentling firmly believes that the Kaiser is the person referred to by the prophet Daniel and by John in Revelation.

MINER GOES TO CAMP

Draftee Who Failed to Show Up Tues-
day Night Is Sent On.

Noah Miner, of Uledi, a draftee who was to have gone from District No. 5 to Camp Lee Tuesday night was given transportation to Petersburg, Va., and left here Wednesday. He did not wish to be held over to go with the draftees in the week of February 23.

Frank B. Spaw of Chalk Hill who also failed to appear Tuesday night for enrollment has secured permission to stay until the week of February 23. His notice, summoning him to appear at 10 o'clock did not reach him in time to allow him to make connections. He appeared Wednesday but did not wish to leave with Noah Miner last night as he had not made preparations for leaving home.

Major Martin an Examiner.

Major Edward Martin of the 110th Regiment at Fort Hancock, has been appointed a member of the board to examine first lieutenants for promotion to captaincies.

HAND ON HIP USED AS ARGUMENT TO GET A POUND OF SUGAR.

MOUNT PLEASANT, Feb. 15.

A story is going the rounds of a local man who resorted to a boldpuff bluff to get a pound of sugar and succeeded. "I'm sorry but I don't have any," the grocer is reported to have answered to the customer's request for a pound of the cane or beet product. "My children are sick and I must have some. If you don't want to lose your head, hand it over," the story says the customer shouted back, at the same time reaching to his hip pocket. At the warlike move the grocer hurriedly made up the pound package. Whether a revolver really was concealed has not been divulged.

FARMERS ASKED TO CUT DOWN THEIR OWN USE OF WHEAT 30 PER CENT

Using Buckwheat, Corn and Other
Substitute Cereals Which They
Produce and Have on Hand.

PHILADELPHIA, Feb. 15.—Food Administration in Pennsylvania has issued an appeal to farmers of the state to conserve wheat by eating no more than 70 per cent. of their usual amount.

"It is the sincere hope of the United States Food Administration," said the appeal, "that all the farmers in the state who have substitute cereals, such as buckwheat, corn, oats or barley, will adjust their living conditions so that tons and tons of flour may be shipped abroad to prevent starvation of the soldiers and civilians of the Allied nations."

"A little effort by each farmer who will be willing to eat only 70 per cent. of his usual consumption of white flour will result in enormous savings, and will help postpone or prevent a period when Americans might be denied white flour."

"Many farmers have on hand nutritious, wholesome and tasty substitute cereals to take the place of the 30 per cent. of white flour savings which we ask, and by denying themselves as residents of cities are doing, they will ally themselves more firmly with the Food Administration and prove once more that the Pennsylvania farmer is patriotic."

JOINS MECHANIC BRANCH

Company D Soldier is Transferred to
the Auto Section.

Paul Williams who has been a private in Company D, 110th Regiment, arrived at Scottdale yesterday from Camp Hancock, Augusta, Ga., to spend a five-day furlough with his sister, Mrs. C. W. Gordon and other relatives in this vicinity. Today he visited his aunt, Mrs. L. S. Michael of Greenswood.

At the expiration of his furlough Mr. Williams will leave for New York to join the automobile mechanics. He expects to leave soon for France. He is a son of Mrs. Mary Williams of Scottdale, formerly of Connelville and who, for some time past has been visiting her daughter, Mrs. J. T. Hays in Long Beach, Cal.

FAYETTE PLAN ADOPTED

State Pleased With Motor Bureau
Head's Ideas.

Plan of H. D. Hutchinson, chairman of the Motor and Motor Trucks Bureau of the Fayette county Safety committee, to secure the registration for emergency purposes of pleasure cars and trucks, was considered so ingenious that it has been adopted by the State Department of Motor and Motor Trucks and will be placed in operation in counties throughout the state for the purpose of mobilizing the motive power of automobiles.

Mr. Hutchinson recently made a survey of the automobiles and motor trucks in Fayette county and submitted the report to the state committee.

GOING TO FRANCE.

Byron Gilchrist is Ordered to Report
for Service Abroad.

Sergeant Major Byron M. Gilchrist of the North Island Flying Field, San Diego, Cal., and formerly of Connelville, has been ordered to join the flying contingent at Garden City Aero Field for embarkation to France soon. Gilchrist is 23 years old and is connected with the 142nd Aero Squadron of the United States Army. He left last night to join his companion troops of the clouds. Sergeant Major Gilchrist is a grandson of the late Mr. and Mrs. Allen Hyatt of Connelville.

KNITTED ARTICLES NEEDED.

Charleston Comforts Branch to Make
Shipments February 21.

Mrs. J. Melvin Grey, chairman of the Charleston Comforts Branch of the Navy League, asks all persons knitting for the league to put forth a special effort to complete their knitted articles as soon as possible and not later than February 20.

A shipment will be made to the Navy League headquarters on February 21.

Licensed to Wed.
James Kregor of Rockwood and Mary Ann Heckler of Markleton; John Paternine and Victoria Ammon of Smithton, were granted licenses to wed in Cumberland.

TRIAL LIST FOR MARCH TERM, 1918.

(Continued from Sixth Page.)

FOURTH WEEK—MONDAY, APRIL 8, 1918.

1 682 Dec. 1914—Smith, Berkeley & S. Harold H. Hall, Admr. et al.	Western Maryland R. R. Co.	Uhl & Ealy-McD. & C.	Trepass
2 25 Mar. 1917—Ray-Moffitt	Frank Hendrick	J. Elliott Cook et al.	Assumpsit
3 704 Mar. 1916	J. N. Beighley	J. H. Harford	Assumpsit
4 476 Sept. 1916—Duggan-Dumbauld	Boatice Rukne	West Penn Ry. Co.	Trepass
5 112 Dec. 1916—Duggan-Dillie	John Duggan, Jr., Admr.	Pga. & Lake Erie R. R. Co.	Trepass
6 527 Dec. 1916—McKeggy	West Penn R. R. Co.	John Duggan, Jr., Admr.	Assumpsit
7 949 Dec. 1916—S. H. & M.	Monongahela Valley Lumber Co.	Owen R. Aikman, Admr.	Assumpsit
8 406 Dec. 1916—Goldsmith	Phyl Ship Co.	Penna. R. R. Co.	Assumpsit
9 573 Dec. 1916—Shelby	W. F. Wick	Alfred J. Lewis	Appeal
10 576 Dec. 1916—Bane	Floyd Grigsby	M. P. Karpnack	Appeal
11 525 Dec. 1916—Patterson	Bill Diller	Capozzi Bros.	Assumpsit
12 58 Mar. 1917—MacQuarrie	Motor Kurewirth	Peter Duchen	Assumpsit
13 344 Mar. 1916—Patterson	Charles E. Black	Thill W. Black, Ex.	Assumpsit
14 406 Sept. 1914—Sherrard	Lewis Green	J. W. Green	Judgt. Opened
15 206 Mar. 1917—Brownfield	Ellis Brownfield, et al.	County of Fayette	Assumpsit
16 170 Dec. 1916—Patterson	Guido Bernier	Rocco Romeo	Assumpsit
17 256 Dec. 1916—Patterson	Catharine Anna Buttermore	Fred Miller	Assumpsit
18 351 Dec. 1916—McD. & Gray	Indian Creek Coal & Coke Co.	Wm. H. McCarter	Assumpsit
19 153 Mar. 1917—Carr & Carr	Sarah J. Swaney	C. O. Collins	Assumpsit
20 24 Mar. 1917—Byrne & Byrne	Wm. Potter	J. S. Patterson	Assumpsit
21 305 Sept. 1916—Brown-Sailey	Annanda M. Wilson	Township of Fences	Assumpsit
22 161 Mar. 1917—Brownfield-G & Mc	McMurry Fokable	Wm. F. Rockwell	Assumpsit
23 252 Mar. 1917—Leonard & Younk	American Road Machine Co.	J. M. Ramage	Assumpsit
24 246 Mar. 1917—Patterson	Brooke & Cornish	Comm. Union Assurance Co.	Assumpsit
25 259 Mar. 1917—Sangston	Pldro Belaville	Doza Keanoville	Assumpsit
26 259 Mar. 1917—Sangston	Connellsville Iron Works	Conn. Connellsville Coke Co.	Assumpsit
27 27 Mar. 1917—Sangston	Ann B. Biebert	W. Ferhans	Assumpsit
28 268 Mar. 1916—H. G. May	Wm. J. Whippley	Wm. Gantier et al.	Assumpsit
29 562 Dec. 1916—Byrne & Byrne	Rev. Stone & Brick Co.	Sum Fee	Assumpsit
30 562 Dec. 1916	John Pignar	Harriet Telcor	Assumpsit
31 264 Mar. 1917—Brownfield-G & Mc	George Berdar	Rev. J. D. Krasnka	Assumpsit
32 573 Dec. 1916—Leonard & Younk	A. E. Hall Pottery Co.	Wm. Chetlin	Assumpsit
33 353 Mar. 1917—Duggan-Kephar	Martin Hart, Admr. et al.	Balto. & Ohio R. R. Co.	Assumpsit
34 357 Mar. 1917—Brownfield-G & Mc	Mary Straka et al.	Balto. & Ohio R. R. Co.	Assumpsit

FIFTH WEEK—MONDAY, APRIL 15, 1918.

1 443 Mar. 1917—Jones	Millie F. Bialer Co.	Sam Rocco	Assumpsit
2 402 Mar. 1917—Duggan-Kephar	Robert Stevenson et al.	J. M. Kiefer	Assumpsit
3 505 June 1916—H. G. May	Wm. H. Showman et al.	School Dist. City of Cville.	Assumpsit
4 205 Mar. 1916	Farlie Richey et al.	John Richey et al.	Assumpsit
5 282 Mar. 1917—McDonnell	John Walters	John A. Whysel & Son	Assumpsit
6 429 Mar. 1917—McD. & Gray-Ray	Ray Bushock	First Natl. Bk. Chertown	Assumpsit
7 393 Mar. 1917—Byrne & Byrne	J. Falk	John Loya	Assumpsit
8 429 Mar. 1917—C. W. Rush	Vilma Rovak	John Loya	Assumpsit
9 429 Mar. 1917—C. W. Rush	David W. Riffs	Township of German	Assumpsit
10 142 Sept. 1916—L. R. McK. & W.	J. E. Keener	Township of German	Assumpsit
11 148 Sept. 1916—L. R. McK. & W.	Edw. B. Sweeney et al.	Township of German	Assumpsit
12 144 Sept. 1916—L. R. McK. & W.	Viola B. Ellinger	Township of German	Assumpsit
13 145 Sept. 1916—L. R. McK. & W.	David H. Sangston	Township of German	Assumpsit
14 145 Sept. 1916—L. R. McK. & W.	Cora Alice Cora	Township of German	Assumpsit
15 117 June 1917—Brownfield-G & Mc	Donney & Whitehead	James Hadden	Assumpsit
16 81 June 1917—Patterson	Armour & Co.	John Ukeri et al.	Assumpsit
17 59 June 1917—S. H. & M.—Kephart	H. M. Kephart	James Augustine	Assumpsit
18 81 June 1917—S. H. & M.—Kephart	John Helmick	John N. Richey	Assumpsit
19 256 June 1917—Jones & J.	Joseph Spier	John A. Voght	Assumpsit
20 128 June 1917—Hunt	Frank Pukl	Reagan, Lynch & Co.	Assumpsit
21 25 June 1917—Patterson	N. E. Murphy	Edward Landman	Assumpsit
22 25 June 1917—Goldsmith	Edward Hone	David Wingrove	Assumpsit
23 277 Sept. 1916—McD. & C. H. Kephart	Gannville & State Line Ry. Co.	John H. Mueller	Assumpsit
24 256 June 1917—Jones & J.	Hunted-Some Coal-Coke Co.	Crow & Shelby	Assumpsit
25 165 June 1917—Jones	Bumley Battery Mfg. Co.	Hiland Electric Chem. Mfg. Co.	Assumpsit
26 203 June 1917—Tannhill-Brownfield	John D. Porter	J. D. Henry et al.	Assumpsit
27 247 Sept. 1916	Belle D. Allen	Samuel E. Taylor et al.	Assumpsit
28 216 June 1917—Brownfield-G & Mc	Belle D. Allen	Samuel E. Taylor et al.	Assumpsit
29 216 June 1917—Brownfield-G & Mc	Belle D. Allen	Samuel E. Taylor et al.	Assumpsit
30 216 June 1917—Brownfield-G & Mc	Belle D. Allen	Samuel E. Taylor et al.	Assumpsit
31 216 June 1917—Brownfield-G & Mc	Belle D. Allen	Samuel E. Taylor et al.	Assumpsit
32 216 June 1917—Brownfield-G & Mc	Belle D. Allen	Samuel E. Taylor et al.	Assumpsit
33 216 June 1917—Brownfield-G & Mc	Belle D. Allen	Samuel E. Taylor et al.	Assumpsit
34 216 June 1917—Brownfield-G & Mc	Belle D. Allen	Samuel E. Taylor et al.	Assumpsit
35 216 June 1917—Brownfield-G & Mc	Belle D. Allen	Samuel E. Taylor et al.	Assumpsit
36 216 June 1917—Brownfield-G & Mc	Belle D. Allen	Samuel E. Taylor et al.	Assumpsit
37 216 June 1917—Brownfield-G & Mc	Belle D. Allen	Samuel E. Taylor et al.	Assumpsit
38 216 June 1917—Brownfield-G & Mc	Belle D. Allen	Samuel E. Taylor et al.	Assumpsit
39 216 June 1917—Brownfield-G & Mc	Belle D. Allen	Samuel E. Taylor et al.	Assumpsit
40 216 June 1917—Brownfield-G & Mc	Belle D. Allen	Samuel E. Taylor et al.	Assumpsit
41 216 June 1917—Brownfield-G & Mc	Belle D. Allen	Samuel E. Taylor et al.	Assumpsit
42 216 June 1917—Brownfield-G & Mc	Belle D. Allen	Samuel E. Taylor et al.	Assumpsit
43 216 June 1917—Brownfield-G & Mc	Belle D. Allen	Samuel E. Taylor et al.	Assumpsit
44 216 June 1917—Brownfield-G & Mc	Belle D. Allen	Samuel E. Taylor et al.	Assumpsit
45 216 June 1917—Brownfield-G & Mc	Belle D. Allen	Samuel E. Taylor et al.	Assumpsit
46 216 June 1917—Brownfield-G & Mc	Belle D. Allen	Samuel E. Taylor et al.	Assumpsit
47 216 June 1917—Brownfield-G & Mc	Belle D. Allen	Samuel E. Taylor et al.	Assumpsit
48 216 June 1917—Brownfield-G & Mc	Belle D. Allen	Samuel E. Taylor et al.	Assumpsit
49 216 June 1917—Brownfield-G & Mc	Belle D. Allen	Samuel E. Taylor et al.	Assumpsit
50 216 June 1917—Brownfield-G & Mc	Belle D. Allen	Samuel E. Taylor et al.	Assumpsit
51 216 June 1917—Brownfield-G & Mc	Belle D. Allen	Samuel E. Taylor et al.	Assumpsit
52 216 June 1917—Brownfield-G & Mc	Belle D. Allen	Samuel E. Taylor et al.	Assumpsit
53 216 June 1917—Brownfield-G & Mc	Belle D. Allen	Samuel E. Taylor et al.	Assumpsit
54 216 June 1917—Brownfield-G & Mc	Belle D. Allen	Samuel E. Taylor et al.	Assumpsit
55 216 June 1917—Brownfield-G & Mc	Belle D. Allen	Samuel E. Taylor et al.	Assumpsit

SIXTH WEEK—MONDAY, APRIL 22, 1918.

1	166 Sept. 1916—A. E. Jones	Nick Capozzi	Johnson Brewing Co.	Sturgis & Morrow	Assumpsit
2	166 Sept. 1916—Dugan	William Smith	American Magnanone Mfg. Co.	McDonald & Gray	Trespass
3	167 Sept. 1916—Efrile	Phillips & Tate	Lewis Hromler	Lapinsky	Appraisal
4	167 Dec. 1914—Brownfield-Dumbold	James A. Voeca	Penna. H. R. Co.	Playford & Phillips	Trespass
5	163 Sept. 1916—Goldsmith	Bessie Bigan	Frank Lindley	U. H. McK. & W.	Cnlias
6	163 Jan. 1916—E. J. Jones	Morris Gordon	East Yorks	U. H. McK. & W.	Assumpsit
7	163 Mar. 1917—H. L. Culom	W. P. Sturabach & Son	W. W. Clafely	Nat.	Appcal
8	168 Mar. 1917—Leonard & Younkln	Artistonia Novelty Co.	R. H. Pattiford	Byrne & Byrne	Appcal
9	164 Sept. 1916—Hertog	John T. Crawford	Robert J. Stewart	Brownfield-Goodstein	Exhaust
10	166 Sept. 1916—McDonald & Gray	Anna Tajr	First Natk Bk. Chntonwn	S. H. & M.	Assumpsit
11	167 Sept. 1916—Hertog	John T. Crawford	Donahue & al.	Sturgis & Morrow	Exhaust
12	167 Mar. 1917—Leonard	Irland Bros.	W. H. Menck	Ray	Appcal
13	162 Mar. 1917—Byrne & Byrne	Robert Catul	Jennas Dudge	Peterson	Appcal
14	167 Mar. 1917—Henderson	G. I. Gallatin	Thomas B. Crawford	U. H. McK. & W-P & P.	Appcal
15	167 Mar. 1917—Henderson	G. I. Gallatin	Thomas B. Crawford	U. H. McK. & W-P & P.	Appcal
16	161 Mar. 1917—John	Meleln Perzia	George Buford & al.	S. H. & M.	Appcal
17	17 Ju in 1915—R. H. & M.	Dominas Santell	American Window Glaz Co.	Jones	Trespass
18	162 Dec. 1919—Ray	Popular Furniture Store	Goldsmn & Kusan	B. G. & McD.	Appcal
19	163 June 1917—Dumbold & al.	George Bush	Golden R. Rackmell	S. & M-H R. McK. & W.	Trespass
20	163 June 1917—McD. & C-Ray	Frank Porter Co.	Brann I. & Co. Co.	Sturgis & Morrow	Assumpsit
21	163 June 1917—John	O. W. Miller's use	Frank Lofstead	Carr & Carr	Appcal
22	165 Dec. 1917—Brownfield-Goodstein	Joseph Pristie	Emery Kinner	Cherpenning	Appcal Viewer
23	165 Sept. 1917—Patterson	George Patterson	Thomas L. Howard	Lee Smith	Assumpsit
24	165 Sept. 1917—Patterson	George Patterson	John Johnson	Henderson	Appcal
25	165 June 1917—B. G. May	Della G. Merte	Richhll Coke Co. Garnisher	E. R. McK. & W.	Ct. Ex.
26	166 June 1917—Leonard	Chas. N. Meltsner	P. Goodstein	E. G. & M. H.	Appcal
27	164 June 1916—Younkin	Rrs. Mildred Kuhns	James H. Miller, &c.	Jaubaud	Framed Issue
28	164 June 1916—Younkin	Rrs. Mildred Kuhns	James H. Miller, &c.	Dumbhald	Framed Issue
29	165 June 1917—	E. Clark Miller	James H. Miller, &c.	Patterson	Appcal
30	165 June 1917—	John M. Ramage	Zelby Brothers	Patterson	Appcal
31	162 Sept. 1917—Fugman	Mary Zeller	Tony Png & al.	B. G. & McD.	Cnlias
32	160 Oct. 1917—Patterson	Howard Trueman	Samuel Tobin	Brown	Trespass
33	162 Sept. 1917—Goldsmith	Order By Conductors No. 257	W. T. Lenkin	Leonard	Assumpsit
34	160 June 1917—D. H. & M.	Robert Cunningham	Wm. Wallace	U. H. McK. & W.	Appcal
35	165 June 1917—Dumbhald-Lardin	Warwick Coal Co.	Indian Creek Valley R. R. Co.	U. H. McK. & W.	Trespass

NINTH SHOWS BIG COAL OUTPUT GAIN FOR YEAR 1917

Increase in Local District Is Nearly Half a Million Tons.

COKE INCREASES ALSO

Report of Mine Inspector P. J. Walsh Shows That During the Year Sixteen New Mines Were Opened While Three Were Abandoned; Statistics.

Speeding up of the coal industry during the year 1917 for war purposes and the general impetus given it by the abnormal demand for fuel resulted in an increase over 1916 in production of coal in the Ninth bituminous district of nearly half a million tons of coal and a fair increase in the production of coke, according to the annual report of Mine Inspector P. J. Walsh made public today.

Figures show that during 1917 there were produced 7,387,835 tons of coal as compared with 6,871,589 tons in 1916 a gain of 516,246 tons. The 1917 production of coke was 3,082,727 tons while in 1916 the total was 3,037,988 tons, a gain last year of 44,739 tons. The activity in the industry is evidenced by the fact that there were opened 16 mines which came under the supervision of the bureau of mines. There are plants in which 10 or more men are employed. Three mines, Mazon, Rist and Tip-Tup, were abandoned. There is no means of ascertaining how many smaller mines were opened and reopened as these do not come under the jurisdiction of the mine inspector.

Washington No. 2 of the Washington Coal & Coke company leaped into the lead in production, beating the Magna mine of the Westmoreland Coal company, which has stood highest for years.

The Indian Creek Valley was in the fore in production, six mines having a total output of nearly 114,000 tons. With all the increased activity there were but three more fatal accidents than in 1916. Two of these were outside the mines where none were recorded the previous year and 14 inside as compared with 13 in 1916.

Following are statistics on the production:

Mines in operation	62
Mines in operation	39
Openings in operation	34
Non-productive mines in operation	45
Tons of coal shipped to market	2,581,627
Tons used at mines for steam	170,004
Tons sold to trade and used by employees	64,746
Tons used in the manufacture of coke	4,561,448
Tons of coal produced	7,387,835
Tons of coke produced	3,082,727
Coke ovens	8,793
Coke ovens in operation	5,127
Tons of coal produced by pick miners	4,790,904
Tons produced by compressed air machines	1,175,827
Tons produced by electrical machines	1,421,294
Persons employed inside of mines	4,022
Persons employed outside, including coke workers	2,702
Persons employed at manufacture of coke	1,301
Persons employed inside between 10 and 21 years	264
Persons employed outside between 10 and 21 years	222
Fatal accidents inside	34
Fatal accidents outside	16
Non-fatal accidents inside	29
Non-fatal accidents outside	20
Tons of coal produced per fatal accident inside	227,702
Tons produced per fatal accident outside	461,759
Persons employed per fatal accident inside	352
Persons employed per fatal accident outside	1,331
Persons employed per non-fatal accident inside	477
Persons employed per non-fatal accident outside	48
Persons employed per non-fatal accident inside	20
Persons employed per non-fatal accident outside	23
Wireless telegraph	12
Children made orphans	23
Steam locomotives outside	18
Compressed air locomotives inside	11
Electric motors inside	60
Gasoline locomotives inside	2
Cylindrical boilers	120
Steam engines of all classes	151
Internal combustion engines (gas)	2
Electric dynamos	2
Pumps of all classes	106
Pumps delivering water to the surface	57
Air compressors	37
Fans in use	42
Men mines opened	16
Old mines abandoned	3

PRODUCTION BY OPERATORS

H. C. Frick Coke company	1,382,350
Washington Coal & Coke Co.	1,287,262
W. J. Rainey	861,763
Westmoreland Coal Co.	466,713
Youghiogheny Coal Co.	426,713
Whitely Coal company	462,264
American Manganese Manufacturing company	216,225
Byrne Coal & Coke company	180,180
Keystone Coal & Coke company	159,557
Brown Coal company	100,766
Brookfield Coal & Coke company	92,600
Mahoning Coal & Coke company	61,882
Tyone Coal company	61,882
Burnet Coal company	61,882
Connellsville Coal & Coke company	40,221
Brown and Cochran	33,274
Indian Creek Coal & Coke company	32,145
Carado-Schack Coal company	23,790
Connellsville Valley Coal & Coke company	27,900
Overton Coal company	26,312
A. C. Overholt & Company	25,026
Onida Coal Mining company	21,816
Byrne Coal & Coke company	21,000
Frederick Trolf	21,000
Eleanor Coal company	20,167
Blair Coal company	19,517
Pennsylvania Coal company	15,980
Indian Creek Colliery company	15,836
Steeling Coal company	15,011
Indian Creek Valley Coal company	12,121
Morgans Coal company	9,621
Scottdale Coal & Coke company	5,158
Union Fuel company	4,931
Commercial Coal company	4,281
Total	7,387,835
Fayette tons	4,820,413
Westmoreland tons	2,567,422

New By-Product Company.

The Found Creek By-Products Coal company has been organized to operate in Pike county, Ky.

MINE EXAMINING BOARD OF FIFTH DISTRICT RENAMED

P. J. Walsh and His Assistants Will Be On Duty For Another Four Years; Other Details.

Judge J. Q. Van Swearingen has appointed mine examining boards in the Fifth, Ninth and Twenty-third bituminous districts of Pennsylvania to examine applicants for certificates of qualification as mine foremen, assistant mine foremen and fire bosses. The members will hold their offices for a period of four years.

In the Ninth district, with headquarters in Connellsville, Mine Inspector P. J. Walsh of Connellsville; John W. Greaves, superintendent for the American Manganese Manufacturing company at Dimbar, and James Conway of Dunbar township are appointed. In the other districts the appointments are:

Fifth district—Richard Maize, mine inspector; Clarence Patterson, superintendent of the W. J. Rainey at Revere, and George Carr of Fairchance, a miner.

Twenty-third district—Edward E. Grod, mine inspector; Edward W. Wilkinson, superintendent of the H. C. Frick Coke company at Ronco, and Edward O'Brien of Masontown, a miner.

CAR LOADING HAS INCREASED

Average Has Risen From 24.9 Tons To 27.2 Tons, an Increase of 10 Per Cent in Effective Capacity.

The majority of shippers have been making a strong effort to increase car loadings, realizing that this helps to win the war. For months past our industrial strength has been measured chiefly by the strength of our railroads, and the more heavily loaded cars are the more freight can be moved with the facilities available, says the American Metal Market.

It will be encouraging to those who have made these strong efforts, and it may stimulate others to increase their effort, to have set down the actual results accomplished. The following table of average car loading per month, for practically all rails in the United States, we have compiled from monthly reports of operation of the railroads. The figures refer to loaded cars only, empties not figuring at all, of course.

April	1916	1917
May	23.4	25.6
June	23.2	27.2
July	23.2	27.1
August	23.3	27.9
September	25.4	27.0
October	21.9	27.7

The average, during the seven months of 1916, was 24.9 tons, the average for the same months in 1917 being 27.2 tons, so that the average increase was 9.3%. That is a remarkable showing, when the results are considered, for this means in substance that the effective capacity of the railroad cars in service has been increased by almost 10%. It would be considered a wonderful thing if suddenly a quarter million additional freight cars were put in service, but as a matter of fact that would do much less good, in effecting the movement of freight, than the 10% increase in car loading, for the simple reason that there would be more work in various ways, in handling the additional number of cars, and they would occupy correspondingly more room on track, not to speak of the extra duty upon engines in hauling so much more dead load.

Even with the increased loading the capacity of the cars has not been reached. Many cars are being loaded to full capacity, but there remain cases in which the car has more capacity. Every effort should now be made to eliminate such cases and make it that throughout the country every car is loaded to its capacity unless there is positive reason why that cannot be done.

INCREASE IN PRICE

For Coal Mined in the Thin Vein Districts Becomes Effective Today.

Fuel Administrator Garfield has made a re-classification of certain coal producing counties in the thin vein mining districts of Pennsylvania, granting an increase to \$2.50 per ton for run of mine, prepared sizes and slack coal. The former prices were \$2.00 for run of mine, \$2.25 for prepared sizes and \$1.75 for slack.

The counties involved are Allegheny, Clinton, Center, Huntingdon, Bedford, Cameron, Elk, Clearfield, Cambria, Blair, Somerset, Jefferson, Indiana, Clarion, Armstrong, Butler, Mercer, Lawrence and Beaver; Allegheny from the lower end of Tarentum borough to the county line; in Westmoreland county, from a point opposite the lower end of Tarentum borough north along the Allegheny river, and along the Kiskiminetus river or eastward to the Conemaugh river and continuing along that river to the Cambria county line.

JOBBER'S COMMISSION

Will Be Out Of Effect April 1 by a New Order of Fuel Administration.

Fuel Administrator Garfield having announced that jobbers' commissions will be eliminated after April 1, retail coal dealers will be able after that date to secure coal "at the mine" price, whether buying directly from the producer or through a middleman. The new regulation will therefore result in a lower price for all coal supplied to consumers by dealers who have been securing their supplies through jobbers.

Under existing regulations jobbers are permitted to add 15 to 20 cents to the fixed price, as their compensation. After April 1 they will be obliged to look to the operators for their commission.

Subscribe for The Weekly Courier.

Coal Freight Rates

EFFECTIVE JULY 1, 1917.

TO EASTERN PORTS.	Connellsville	Fairmont	Greensburg	Laporte
Rate per Gross Ton of 2,240 lbs.	Pittsburg	W. Moreland		
Baltimore, Md.	\$2.15	\$2.00	\$1.85	\$1.75
Chester, Pa.	2.15	2.00	1.85	1.75
Harrisburg, Pa.	1.85	1.70	1.55	1.45
Johnstown, Pa.	.75	.75	.60	.50
Lebanon, Pa., P. R. R. and P. & E.	2.05	1.80	1.75	1.65
New York, N. Y. (R.R.)	2.40	2.25	2.10	2.00
New York, N. Y. (Bklyn)	2.50	2.35	2.20	2.10
Philadelphia, Pa.	2.15	2.00	1.85	1.75
Sparrows Point	2.15	2.00	1.85	1.75
Stettin, Pa.	1.75	1.60	1.45	1.35
South Bethlehem, Pa.	2.25	2.10	1.95	1.85
Syracuse, N. Y.	2.30	2.15	2.00	1.90
To ATLANTIC PORTS via P. & E.				
Greenwich, local	1.30	1.15	1.00	1.50
Greenwich, export	1.70	1.55	1.40	1.50
South Amboy, P. O. R.	2.05	1.90	1.75	1.65
Harrison Cove	2.10	1.95	1.80	1.70
Greenville	2.10	1.95	1.80	1.70
Canton, Balto, local	1.90	1.75	1.60	1.50
Canton, Balto, export	1.65	1.45	1.30	1.25
To ATLANTIC PORTS via B. & O.				
St. George Coal Piers	2.40	2.25		
St. George for Export	2.05	1.90		
Philadelphia Coal Piers	1.20	1.15		
Philadelphia for Export	1.70	1.55		
Curtis Bay Piers	1.90	1.75		
Curtis Bay for Export	1.65	1.45		

The rate from the Fairmont District to Johnstown is 50c; Monongahela Railway to state line, 50c; below state line to Fairmont, 50c. The Connellsville Rate applies to shipments from points on the Southwest Branch of the Pennsylvania railroad south of Hufschmidt; from points on the Pittsburgh, Virginia & Charleston and points on the Monongahela River railroad.

The Fairmont Rate on shipments via the Baltimore & Ohio applies to shipments from points east of Sutersville, Pa., from points on the Smithfield & Massontown Branch and from the Fairmont Region of West Virginia.

TO WESTERN PORTS.

Rate per Net Ton of 2,000 lbs.	Pittsburg	Upper	Lower
	Group	Civilian	Civilian
Canton, O.	\$1.20	\$1.25	\$1.25
Chicago, Ill.	2.05	2.05	2.25
Cleveland, O.	1.15	1.25	1.30
Columbus, O.	1.15	1.15	1.30
Dayton, O.	1.15	1.15	1.30
Indianapolis, Ind.	2.05	2.05	2.25
Toledo, O.	1.25	1.25	1.40
Youngstown, O.	.85	.95	1.00
Lake Ports	.85	1.05	1.05

The Pittsburgh District includes points east as far as Latrobe and south on the Southwest Branch to and including Hufschmidt; south to and including Brownsville and Brannell on the Pittsburgh, Virginia & Charleston railroad; eastward to Johnson on the Baltimore & Ohio railroad; and eastward to Dickerson Run and southward to and including Brownsville on the New York Central line.

The Connellsville District includes points on the Southwest Branch of the Pennsylvania railroad south of Hufschmidt; on the Pittsburgh, Virginia & Charleston except Brannell and all Monongahela River railroad points; New York Central points east of Dickerson Run, including Connellsville Transfer, and points on the Baltimore & Ohio, Dawson to Point Marion, Pa.



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WEST VIRGINIA MINING NEWS

CHARLESTON, WEST VIRGINIA.

55 MILES OF TRACK FOUND FILLED WITH "BAD ORDER" CARS

Result of Investigations By the Interstate Commerce Commission.

P. R. R. WORST OFFENDER

Has Hundreds of Cars Awaiting Repairs in Its Different Yards and on Shop Sidings, Many of Which Are Coal Cars, All Badly Needed.

Thousands of crippled freight cars accumulated through the winter because of gross neglect of railroads in making repairs occupy miles of tracks in eastern rail centers and are largely responsible for car shortage and traffic congestion. It is shown by reports of Interstate Commissioner McChord to Director General McAdoo.

These reports, based on first-hand investigations by a corps of trained inspectors, cover the six weeks' period since the Government assumed operation of the railroads and indicate that one of the most critical ills of rail transportation under private management was the sidetracking of cars needing repairs. The transportation division of the railroad administration will undertake to solve the problem of car repair at once in the light of Commissioner McChord's disclosures.

STANDARDIZING RAIL EQUIPMENT

Committee of Experts to Work Out Uniform Plans and Specifications for Cars and Locomotives.

Director-General McAdoo has announced plans for the standardization of railroad equipment on all transportation systems in control of the government. The specifications for the adoption of cars and locomotives of a uniform type are expected to be completed within 60 days.

Railroad equipment experts from every part of the country have been invited to co-operate with John Skelton Williams, director of the division of purchase, who will be in immediate charge of the selection of standardized rolling stock which is expected to meet every requirement in modern railroading.

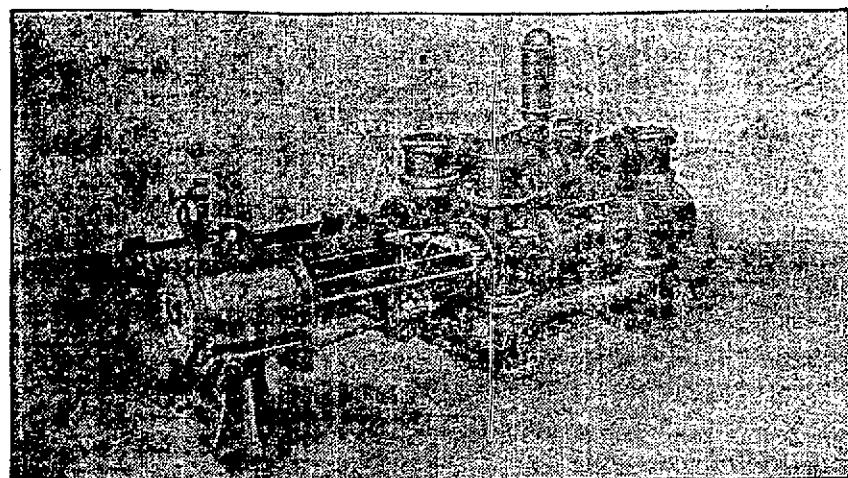
With a centralized purchasing system under government control, the director-general was assured by the railroad operators of the practicability of putting into effect car and locomotive building suggestions which for a long time have been under discussion. It was pointed out that at present there are in the United States 10,000 different types of locomotives. Fitted with interchangeable parts the proposed standardized locomotives will be built along lines adapting them to the particular work for which they are required. In the building of open and closed freight cars the experts are planning a type which will give the best possible service for speed and durability.

Frick's Son a Lieutenant. Childs Frick, son of H. C. Frick, has been commissioned first lieutenant in the aviation corps, gunnery division, and has been assigned to duty at Washington, D. C.

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W. E. Rice and Associates Organized

Irwin Valley Gas Coal Mining Co.

W. E. Rice, Logan Rush and Thomas Love, who recently purchased 90 acres of Irwin basin gas coal from A. C. Stickle and associates for \$180,000, have formed a corporation to be known as the Irwin Valley Gas Coal company.

Application for a charter, granting the right to mine coal and manufacture coke, will be made on March 2.

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Oliver & Snyder Steel Co., Plants 1, 2 and 3..... 1,103	Cascade Coal & Coke Co., Tyler and Snyderville Wks. 500
Austin Coal & Coke Co., Plants 2 and 3..... 426	H. C. Frick Coke Co., Yorktown, Shof and Bitter 1,000
Colonial Coke Company, Snook..... 159	Struthers Coal & Coke Co., Fairbank Works..... 150

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